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TEL. No. 634.

## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

### THE ANSWER TO GERMANY.

SHE MAY TRADE AGAIN.

ALLIES DESIRE PASSIONS OF WAR TO DIE.

BUT MAIN TERMS MUST STAND.

MUST SIGN IN 5 DAYS OR ...

LONDON, June 16.

This summary of the Allied reply to the German counterproposal has now been issued officially. In a covering letter the Allies, referring to the German protest against a "peace of violence," emphasise that the war was the greatest crime against humanity ever consciously committed by a nation calling itself civilised. It also emphasises Germany's responsibility for planning and starting a war in which seven million died and over twenty millions were wounded and suffered. It emphasises German responsibility for the savage and inhuman manner in which it conducted the war. The Allies believe they would be false to those who have given their all to save the freedom of the world if they were to consent to treat the war except as a crime against humanity and right.

Justice is the only possible basis of peace but it must be just for all. Justice is the due of the dead, the wounded, the orphaned and bereaved, for the peoples now struggling under debts exceeding thirty thousand millions sterling, and for the millions whose property German savagery spoliated and destroyed. This is why the Allies have insisted on the cardinal features of the treaty. Germany must undertake to make reparation to every victim to the uttermost of her power. The individuals responsible for the German aggression and outrages in the war must be handed over to justice, and Germany must submit for a few years to certain special disabilities and arrangements.

If these things are hardships for Germany, she brought them on herself. Somebody must suffer the consequences of war. Is it to be Germany or the peoples she wronged? The German revolution represents a great hope for peace and a new European order in the future, but it cannot affect the settlement of the war. The revolution was stayed until the German armies were defeated and until all hope of profiting by a war of conquest had vanished. The German people throughout the war supported the war and shared the responsibility of their government. They cannot now pretend, having changed their rulers after the war was lost, that it is just that they should escape the consequences of their deeds.

The peace the Allies propose is fundamentally a peace of justice. The Allies are satisfied that their territorial proposals accord with the agreed basis of peace and are necessary to the future peace of Europe. Therefore they are not prepared to modify them except in respects to be hereafter laid down. With regard to the economic and financial proposals of the Allies, they have no intention of strangling Germany or of preventing her taking her proper place in international trade and commerce. Provided she abides by the treaty of peace and abandons her aggressive and exclusive traditions in business the Allies intend that Germany shall have fair treatment in the purchase of raw materials and the sale of goods, subject to the temporary provisions mentioned in the interests of nations ravaged by Germany.

The Allies desire the passions of war to die as soon as possible and that all the nations, including Germany, may share the prosperity which comes from the honest supply of material needs. In order to make this intention clear a number of modifications have been made in the financial and economic clauses of the treaty but the principles on which the treaty was drawn must stand. The Allies are not prepared to modify the reparation proposals, which are designed to make the payment for reparation as easy and convenient as possible and are to be interpreted in that sense. But with a view to arriving as soon as possible at a fixed and definite sum payable by Germany, they are willing to accord Germany all reasonable facilities to enable her to survey the devastated regions and to make proposals for the settlement of the claims.

"THEIR LAST WORD."

The Allies emphasise that this covering letter and the attached memorandum constitute their last

word. They have examined the German counterproposal earnestly and carefully and consequently have made important modifications in the draft treaty, but in its fundamental outlines they stand by the treaty which must be accepted or rejected in its present form. Failing a declaration by the German delegation within FIVE DAYS that they are prepared to sign the treaty as now amended, THE ARMISTICE WILL IMMEDIATELY TERMINATE AND THE ALLIES WILL TAKE SUCH STEPS AS THEY THINK NECESSARY TO ENFORCE THE TERMS.

### "DETERRENT TO OTHER RULERS."

In the summarised report of their reply the Allies, referring to the responsibility for the war, emphasise that their views are not merely based on the events between July and the outbreak of war. Autocratic Germany under its ruler's inspiration had been long bent on domination, aggression and war. The essential truth of the Allied charges are admitted by the German revolution. The Allies consider that the punishment of those principally responsible for so much worldwide misery and suffering is essential to justice and as a deterrent to other rulers. They cannot agree to the trial of the guilty by their own accomplices! The Kaiser is arraigned as a matter of high international policy. The accused will be ensured full rights and liberties regarding his defence in order that the judgment may be of the most solemn and judicial character. The Allies refute the Delegation's endeavour to prove that the peace treaty constitutes a breach of the basis of peace in accordance with Wilsonian principles.

### CONCEPTION OF JUSTICE LEFT OUT.

The Allies see no reason why Germany should not become a member of the League of Nations in the early future if her acts promise the necessary conditions. They are prepared to accord guarantees of protection to German minorities in the ceded territories. The German acceptance of the disarmament terms will hasten a general reduction of armaments. As regards the European political clauses it is pointed out that the German Note misconstrued the Saar Basin provisions. The Delegation's refusal to "carry out reparation which would have the character of punishment" appears to exclude that conception of justice essential to any settlement. The Allies cannot admit a plebiscite for Alsace Lorraine. The Allies after defending the cardinal and guiding principles, as regards the eastern frontiers of Germany express their readiness in order to eliminate any possible injustice to reconsider that question.

### HELIGOLAND MUST GO.

The historical frontier between Pomerania and West Prussia will be respected. No part of Germany outside the ex-kingdom of Poland is included in the restored Poland. They point out that the isolation of East Prussia which Germany refuses to accept has existed for centuries. It is not original German land but a colony. Danzig is not incorporated in Poland because it is German. The Allies have decided that Upper Silesia must not be immediately ceded to Poland, nor until after a plebiscite under Allied control has been taken. The main point in the whole settlement is the inhabitants' genuine interest, and not the satisfaction of any national pride. Germans transferred to Poland are expressly safeguarded. The Memel district will be transferred to the Allies, as the status of the Lithuanian territories is not yet established. The articles regarding Heligoland must be unconditionally accepted. They are to be executed under the supervision of an Allied Commission.

### THE GERMAN COLONIES.

As regards the ex-German colonies, the Allies state that they have placed the native populations' interests before every other consideration. Germany's subordination of native interests to their own ambitions have

## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

been revealed too completely to admit of the Allies consenting to make a second experiment and risking the fate of thirteen or fourteen million natives. Moreover the Allies are bound to safeguard security against the establishment of bases wherefrom the world's trade could be threatened. The loss of the German colonies need not hinder her development. The trade of the German colonies never represented more than a very small fraction of her total trade. It represented one half per cent. of her imports and exports in 1913. Of the total colonial products imported by Germany only three per cent. came from her own colonies and for natural reasons the German colonies were not capable of accommodating more than a very small proportion of German immigrants. The conditions laid down have been determined in accordance with international law and the natives' interests. The same applies to the regulation of German property in China.

### ADAMANT RE GERMAN NAVY.

The Allies cannot agree to any alteration of the main military conditions. Nevertheless they are willing to reduce the German army more gradually than at present stipulated, namely, to a maximum of 200,000 within three years. At the end of three years and every subsequent trimester Allied military experts will fix the strength of the German army for the ensuing period, in order to reduce it to the stipulated 100,000 as soon as possible, and in any case by March 31, 1920. The reduction of officers and runs will be similarly proportioned. The period allowed for the demolition of fortifications can be modified. "The German naval proposals cannot be entertained. The naval assets were carefully framed and must be accepted unconditionally. No negotiations are necessary hereon."

### REPARATION.

The Allies state that the German delegates misunderstood or misinterpreted the reparation proposals. The Allies welcome the German proposal to create a commission to cooperate with the Allied commission. Germany is invited to present evidence and submit special reparation proposals within four months of the signature of peace. Proposals particularly acceptable are those specifying the German offer of a lump sum in settlement of the whole or part of her liability or an offer to repair in part or whole any damaged district, or an offer of the use of labour therefor. Inspection facilities will be granted to further this, and the offers must be precise and unambiguous. The categories and reparation clauses are indisputable. The Allies without in anywise committing themselves now will within two years reply to any such proposals.

### A POOR PROSPECT.

The Allies criticise Germany's vague mention of five billion sterling in connection with reparation and point out that no interest, and no substantial payment is offered until 1927, whereafter undefined instalments are to continue over half a century. "The present value of such a prospect is small." The Allies, however, recognising the mutual desirability of a resumption of German industry are prepared to afford Germany commercial facilities therefor on conditions which cannot be laid down in advance and are subject to the special economic situation created for the Allies by German aggression. Meanwhile the draft treaty must be accepted as definitive and signed. The Allies cannot longer delay to assure their security. Germany cannot afford to deny its population this offer of peace. The reparation commission must begin its work. The only question open is how best to execute the treaty provisions.

### ALSACE LORRAINE UN-ENCUMBERED.

The Allies maintain the right to obtain payment for reparation, etc. in priority to settlement of all other German debts, but will approve certain exceptions. Germany must bear the cost of the military occupation of the Rhineland which is an essential guarantee. Germany cannot be credited with the value of captured war material but an important concession will be the recognition as a prior charge upon German assets of the payment for food supplies and raw material. Germany's prewar debt will be divided in due proportion between Germany and the ceded territories, but France cannot be required to assume part of the public debt for Alsace Lorraine.

(Continued on Page 2.)

## BUSINESS NOTICES

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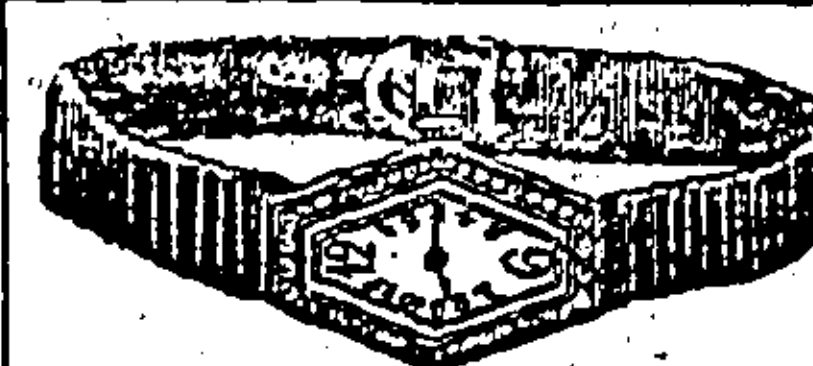
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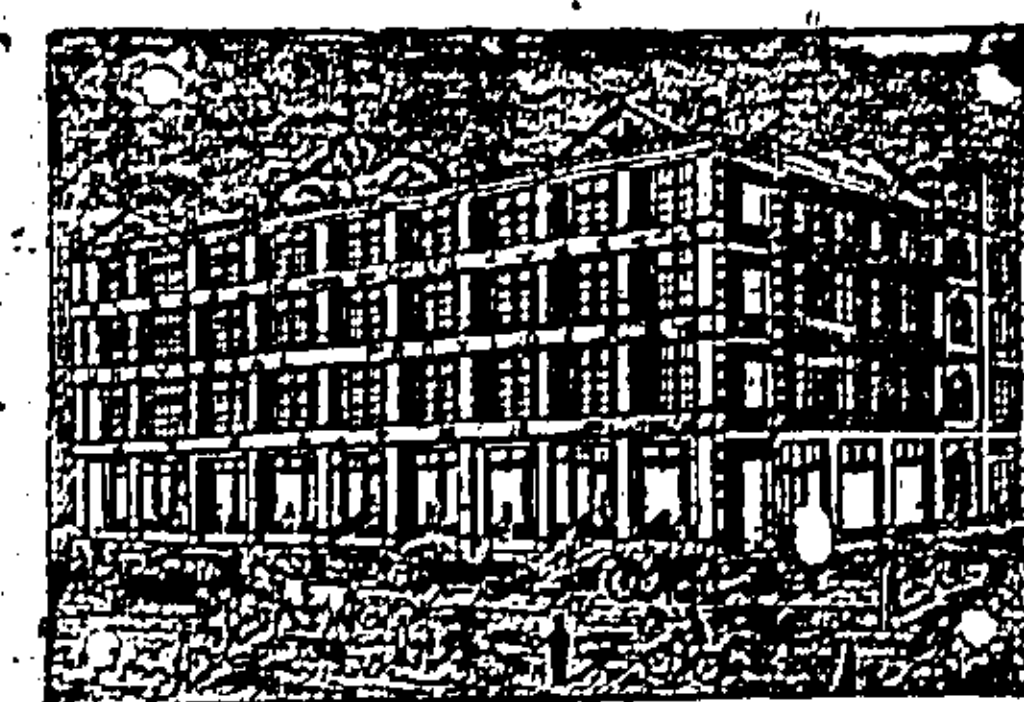
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THE Undersigned has received instructions to sell by Public Auction

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THURSDAY June 19, 1919,  
commencing at 11 a.m.  
at No. 2 Saifce Terrace (ground floor),  
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A Quantity of Valuable  
Household Furniture,  
(Full Particulars from Catalogue).  
On view from Wednesday the 18th  
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Terms: Cash on delivery.  
GEO. P. LAMMERT,  
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Hongkong, June 14, 1919.

BY ORDER OF THE MORTGAGEES  
Mr. Geo. P. LAMMERT has received  
instructions to sell by Public Auction,

on  
**FRIDAY!**  
The 26th day of June, 1919, at 3 p.m.  
at his Sales Rooms, Duddell Street,  
Victoria, Hongkong.

The following valuable Leasehold property  
situate at Victoria in the Colony  
of Hongkong, viz:—

ALL THAT piece or parcel of ground  
situate at Victoria aforesaid and known  
and registered in the Land Office as  
SUBSECTION 1 OF SECTION C OF  
INLAND LOT No. 1417 Together  
with the message erected thereon  
known as No. 20 Aberdeen Street  
Victoria aforesaid. Term 99 years  
created by Crown Lease dated the 16th  
day of June 1898. Proportion of Annual  
Crown Rent \$6.50 Area about 952  
Square feet.

For further particulars and conditions  
of sale apply to  
JOHNSON, STOKES & MASTER,  
Princes Buildings, 108 House Street,  
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Solicitors for the Mortgagees,  
or to,  
MR. GEO. P. LAMMERT,  
The Auctioneer.  
Hongkong June 7, 1919.

MR. GEO. P. LAMMERT has received  
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PUBLIC AUCTION

on  
**THURSDAY,**  
the 26th day of June, 1919, at  
3 o'clock in the afternoon,  
at his Sales Rooms, Duddell Street,  
Victoria, Hong Kong.

THE VERY VALUABLE LEASE-  
HOLD PROPERTY  
known as and being No. 93 Connaught  
Road West situate on and comprising  
the whole of Marine Lot No. 403 in  
Victoria in the Colony of Hong Kong  
and containing an area of about 1,384  
square feet.

IN ONE LOT.  
For further particulars and conditions  
of sale apply to

Messrs. DEACON LOOKER,  
DEACON & HARBTON,  
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MR. GEO. P. LAMMERT,  
The Auctioneer.

Hongkong, June 16, 1919.

## NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship,  
"SADO MARU,"  
having arrived from the above Ports,  
Consignees of Cargo are hereby informed  
that their Goods are being landed and  
placed at their risk in the Hongkong &  
Kowloon Wharves & Godowns Company's  
Godowns at Kowloon, where each consignment  
will be sorted out mark by mark  
and delivery can be obtained as soon as  
the Goods are landed.

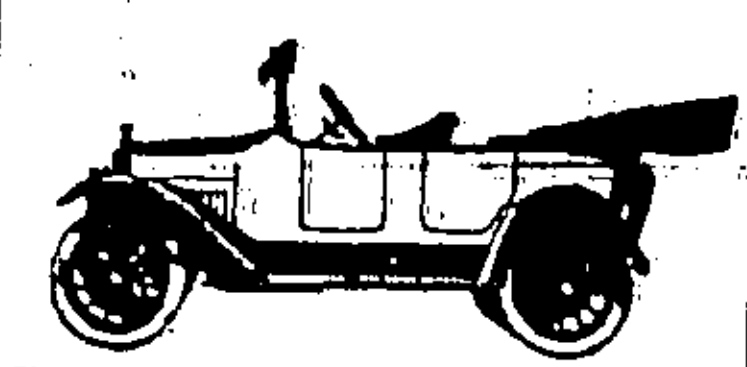
Optional Goods will be carried on unless  
instructions are given to the contrary before  
noon, To-morrow.

Goods not cleared by the 23rd June,  
1919, will be subject to rent.  
Damaged Packages must be left in the  
Godowns for examination by the Consig-  
nees and the Co.'s representatives at an  
appointed hour on TUESDAY and  
FRIDAY. All claims must be pre-  
sented within ten days of the steamer's  
arrival here, after which date they cannot  
be recognized. No claims will be admitted  
after the goods have left the Godowns.

NIPPON YUSEN KAISHA,  
Agents.  
Hongkong, June 17, 1919.

## INTIMATIONS

### METEOR GARAGE



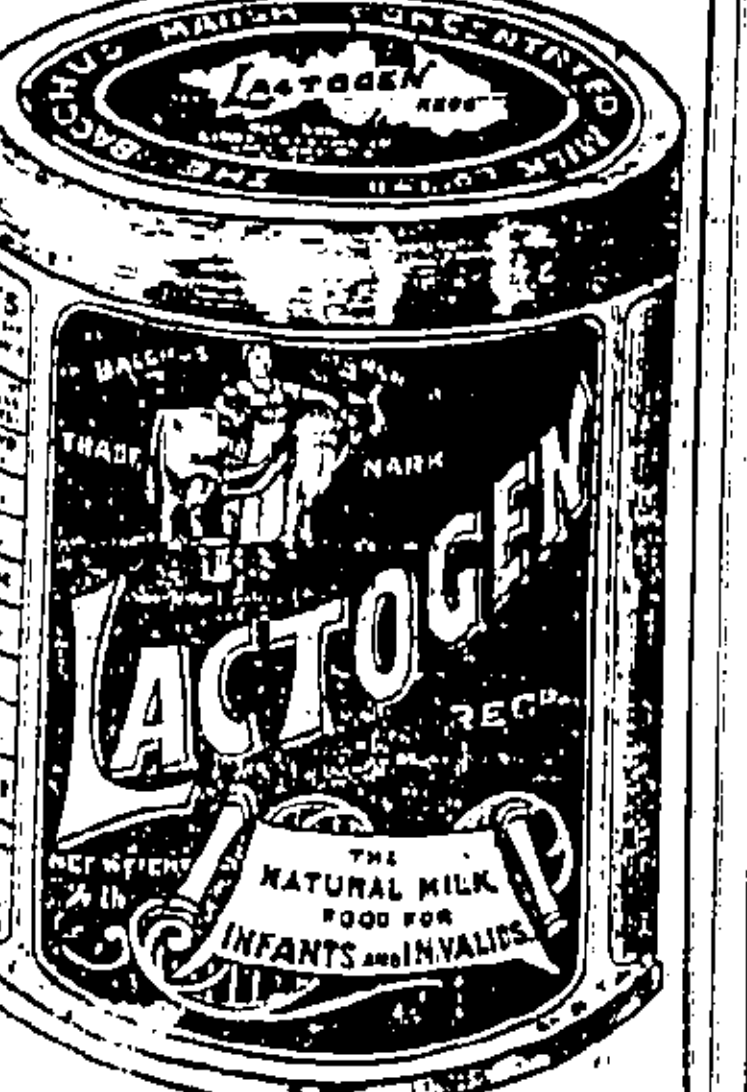
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fat hence an important and valuable  
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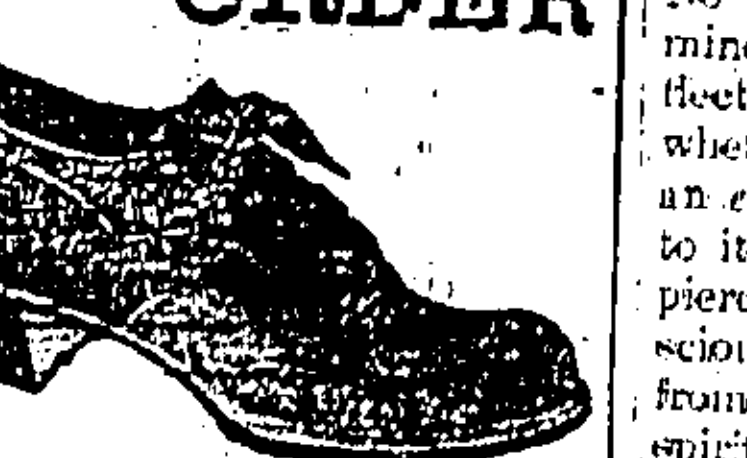
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For  
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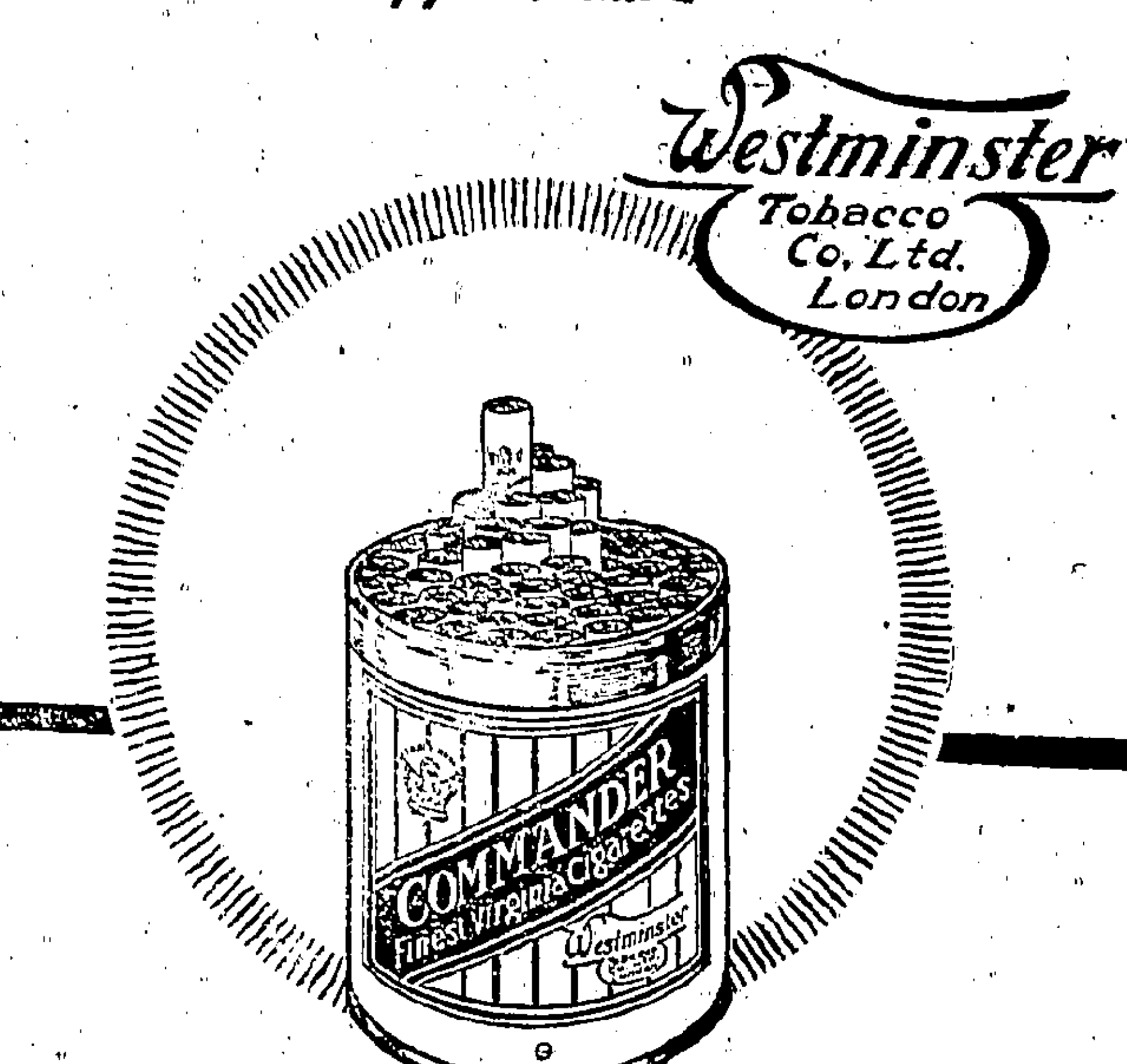
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supreme in its power to  
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smokers. It is a mild,  
pleasing cigarette made  
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REVIEWED FOR THE "JAPAN CHRONICLE"  
by JOSEPH McCABE.  
Author of "The Evolution  
of Mind."

The Soul in Being. By NEIL GORDON  
MUNRO, M.D., F.R.C.S., Yokohama  
Japan Gazette Co., 125  
pp.

Recent explorers, in their brave  
attempts to reach the North Pole,  
passed, as they advanced, the dis-  
serted shores and even the frozen  
bodies of their predecessors. They  
were not daunted, and the long story  
of heroic adventure has been growing  
by success in our day. One fancies  
that some single feeling most trouble  
the man who sets out to frame a  
new philosophy of the nature of the  
mind. He seeks a destination far  
more remote and elusive than the  
Pole. He enters a path strewn with  
the wrecks, the discarded systems,  
of more than six thousand genera-  
tions of thinkers. But the adven-  
tures along that arduous route are  
no more daunted than were the ex-  
plorers of the frozen regions, and  
now Dr. Munro comes to sustain the  
tradition of courage and ingenuity.  
He has, he thinks, found a formula,  
quite consistent with modern science,  
under which the remarkable phe-  
nomena of mind may be grouped and  
understood.

Most people are content in this  
respect with an attitude of reserve.  
No doubt it is useful to regard the  
mind as a spirit, but very little re-  
flection is needed to show one that,  
whether this is true or no, it is not  
an explanation. Even if one assents  
to it, one does not feel that one has  
pierced the luminous floom of con-  
sciousness. Quite apart, therefore,  
from the idea that the mind is a  
spiritual reality, it remains for  
science and philosophy to enable us  
to understand thought and feeling as  
we understand the temperature of the  
sun. Probably the most people will  
agree that what is commonly offered  
as the side of philosophy or of science  
is little more than a series of "re-  
bates." Mind is the great central mystery  
of existence. Science seems to have  
scurried round the fringe of the  
problem, and philosophers, from  
Plato onward, leave us with our feel-  
ing of curiosity still unsatisfied. Has  
Dr. Munro opened a new vein of  
speculation which at least promises  
more than a few new verbal formulae?  
Although Dr. Munro conceived his  
theory long before the discovery of  
radioactivity, we understand it best if we  
first recall the physical universe as  
that discovery has made it plain to  
us. All round us in space, and pow-  
ering through even the densest of our  
terrestrial material, is an ocean of  
ether, as it is commonly called. It  
is, however, totally unlike an ocean  
in this, that it is traversed constantly  
in every direction, like a vast quiver-

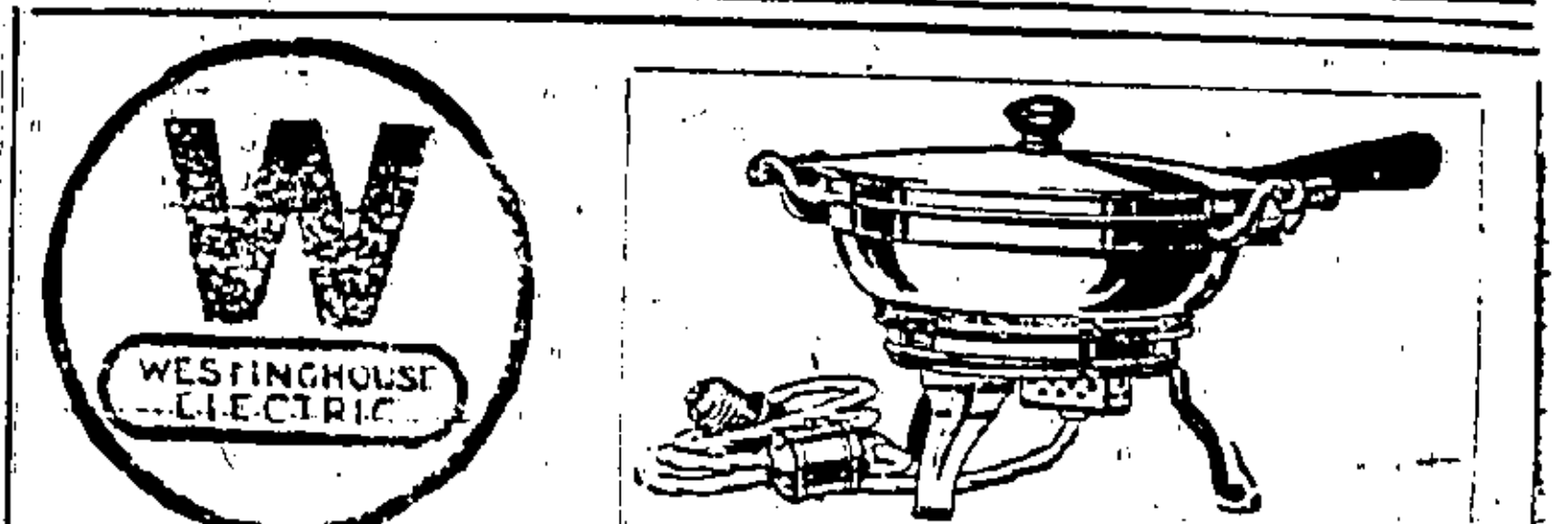
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Quality containing a large percentage of Gluten. Starch and Gluten are the  
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CONFECTIONERS  
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ICE CREAM  
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G. MOUSSON.  
15, Morrison Hill Road.

(Continued on Page 3.)



**Hughes & Hough**  
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers  
Shares, Coal and General  
Produce Brokers and  
Commission Agents.

PROPRIETORS  
"Tse-Kwa-Wan" Coal Storage.

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Bentley's  
A. B. C. 4th & 5th Editions.  
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Telegraphic Address  
"HONGKONG."

**PUBLIC AUCTIONS**

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

**THURSDAY AND FRIDAY,**  
the 19th and 20th June, 1919, commencing each day at 2.15 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A LARGE VARIETY OF  
**CHINESE PORCELAINS,**  
CURIOS, &c.

As follows:—  
A large variety of Coloured Vases, Bells, Plates, Penholders, etc., blue and white Vases, Jars, Plates, and Figures, etc., Celadon Vases, Incense Burners, etc., old Bronzes, including Incense Burners of the Sung and Ming Dynasties, Pekinese cloisonne, amber, jade-stone, crystal and agate Vases and Ornaments, Beads, etc., carved Bamboo and Sandalwood Ware, Szechow Redwood Carvings, Ivory Figures and Ornaments, Lacquerware Ware, etc.,

Also  
Old Lacquered Screens, Kakemonos and Embroideries, including one large 12-fold Lacquered Screen and Famille Rose Plaques, etc.

The greater portion of the above stock has recently arrived from Peking and Shan-tung province.

(Full Particulars from Catalogue).  
Terms:—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.

Hongkong, June 11, 1919.

(FOR ACCOUNT OF THE CONCERNED),  
on  
**SATURDAY,**  
June 21, 1919, at 10.30 a.m.,  
at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,  
Several cases of Provisions,  
New Stock,  
A quantity of Leather,  
And  
Sundry Goods.

Terms:—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.

Hongkong, June 17, 1919.

**PUBLIC AUCTION.**

THE Undersigned have received instructions from H.M.'s NAVAL STORE OFFICER, to sell by Public Auction, on

**WEDNESDAY,**  
June 25, 1919, at 10.30 a.m., at H.M. Naval Yard, Hongkong,  
Submarines C38, C37 and C38,  
PARTICULARS: (for each vessel)  
Length between perpendiculars 142 ft. 2 1/2 in.  
Extreme breadth 13 ft. 7 in.  
Displacement 250 tons.  
Approximate Weight:  
Steel Hull 128 Tons.  
Lead Ballast 78 " "  
Concrete Ballast 70 " "  
Metal Fittings (Valves, etc.) 11 cwt.  
Three-bladed solid Manganese Bronze Propeller and Steel Tail Shaft 1 No.

Also  
Two large Floating Fenders, and a number of Oak L.B. Casks.  
Terms and Conditions of Sale may be had on application to the Auctioneers,  
**HUGHES & HOUGH,**  
By Appointment Auctioneers to the Admiralty.  
Hongkong, June 16, 1919.

**MARTIN'S**  
**APIOL-STEEL**  
PILLS

A French Remedy for all Irritations  
Thousands of Cases have been cured by a box of APIOL-STEEL PILLS. It is a powerful and safe remedy for all cases of Irritation of the Urinary and Biliary Tracts, Gleet, Catarrh of the Bladder, Stricture, Hemorrhoids, Piles, etc. It is a powerful and safe remedy for all cases of Irritation of the Urinary and Biliary Tracts, Gleet, Catarrh of the Bladder, Stricture, Hemorrhoids, Piles, etc.

**MARTIN'S**  
**APIOL-STEEL**  
PILLS

## INTIMATIONS.

VICTORIA DISPENSARY.

### NOTICE.

THE Business hitherto conducted by the above Dispensary at 32, Queen's Road Central, will on 15th June next be transferred to A. S. WATSON & CO., LTD., the Hongkong Dispensary, who will take over the Stock, Proprietary Medicines and Prescription Books. Customers requiring prescriptions repeated will on and after the date aforesaid be able to get them dispensed at the Hongkong Dispensary.

F. W. STAPLETON,  
Manager.  
Hongkong, May 30, 1919.

**G. R. NOTICE.**

ALL PERSONS with the exception of those of Chinese race desiring to have the Colony should apply in person between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily at the PASS OFFICE, Post Office Building.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non compliance is a fine not exceeding \$50.

SINGING & DANCING LESSONS.

M. and Mrs. N. G. DORROS are prepared to give Singing and Dancing Lessons to Ladies, Gentlemen and Children. For terms apply c/o CARLTON HOTEL.

**WISEMAN, LTD.**

THE

**TEA DANCES**

will be

**DISCONTINUED**

until further notice.

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All Photo goods supplied  
Films, plates,  
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Japanese Photographers.  
All kinds of Photographic Work done in latest styles also Passport Photos.  
Developing and Printing for Amateurs a Speciality.  
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**TAIYO & CO.**  
(JAPANESE)  
BOOTS AND SHOES  
MADE TO ORDER.  
No. 25, Wyndham St.

**PUBLIC AUCTION.**

G. R.

**PUBLIC AUCTION.**

PARTICULARS and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 23rd day of June, 1919, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of OBOWAN LAND above KENNEDY ROAD in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lot.

No. of Sale	Boundary Measurements	Area	Approx. Value	Usual Price
1	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre
2	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre
3	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre
4	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre
5	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre
6	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre
7	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre
8	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre
9	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre
10	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre

## WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, \$1. PREPAID.  
Each additional 5 words 4 Cents.

### WANTED.

**ENGINEER FOR LOCAL WORKS.**  
Thorough shop training in mechanical engineering and experience in charge of steam plant essential. Apply Box No. 1119 c/o "CHINA MAIL."

**WANTED.—For EUROPEAN FAMILY.**—Immediate possession, two Chinese Flats or four Pigsties. Any locality. Apply Box 1128, c/o "China Mail."

### TO LET.

**TO LET.**—No. 102 The Peak, 6 ROOMED HOUSE at the Peak. Apply to PERCY SMITH, STRA & FLEMING.

**TO LET.—A FLAT in Nathan Road, Kowloon.**  
Furnished for 12 months No. 87 The Peak (No. 1 Stewart Terrace) containing 3 Bedrooms and Bath-rooms, hot and cold water, Drying room, Dining room, Drawing room, Sitting room and usual offices and servants' quarters, also large garden. Possession 15th July.

**HUMPHREYS ESTATE & FINANCE CO., LTD.**  
Alexandra Buildings.  
Hongkong, June 17, 1919.

### TO LET.

**TO BE LET FURNISHED** from 1st July, No. 7 Mountain View, The Peak. Apply to W. L. FATTEN, DEN, GILMAN & CO., Ltd., 8A, Des Vaux Road, Central.

### TO LET.

**TO LET.—NEW HOUSES in Nathan Road, Kowloon.**  
No. 14  
Second and Ground Floors.  
5 ROOMED HOUSE  
First & Ground Floors,  
No. 16 Rose Terrace.

Light and Airy, Electric Light & Bell installation, excellent sanitary fittings and arrangements including Water Closets, Enamelled Baths (European Style).

**TERMS MODERATE.**  
Apply to:—**LAI HIN MAN,**  
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Tong Wo Building Agency,  
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or  
No. 10 Nathan Road, Kowloon.

## A. S. WATSON & CO., LIMITED.

### NOTICE.

ON and after 1st JULY NEXT, the hours of business will be as follows:—

**GENERAL STORE** : 8.30 a.m. to 6 p.m.  
**WINE DEPARTMENT** : Saturdays 8.30 a.m. to 1 p.m.  
**and WAREHOUSE**

**DISPENSING** : 8.30 a.m. to 8 p.m.  
**DEPARTMENT** : (including Saturdays).  
Sundays 10 a.m. to 1 p.m.  
6 p.m. to 7.30 p.m.

Such Public Holidays as are observed by us, same hours as on Sundays.

No Medicines can be obtained after closing hours, as above.

## A. S. WATSON & CO., LIMITED.

Hongkong, June 5, 1919.

**MASSAGE HALL.**  
**MRS. T. SUGITA.**  
&  
**MISS HALU**  
4 Wyndham Street,  
Hongkong.

**THE HOME OF FASHION**  
DRESSMAKERS AND MILLINERS  
Latest styles in ladies' dressmaking, children's dresses and evening gowns a specialty.  
PRICES MODERATE.  
212, WYNDHAM STREET.  
MRS. E. J. ALVARES, Proprietress.  
A trial solicited.

**1814 ESTABLISHED 1914**  
**100 YEARS.**  
**JOHN HADDON**  
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**Export and Import Agents**

For ONE HUNDRED YEARS in the CITY OF LONDON we have acted as Buying and Selling Agents for Traders, Storekeepers, Growers of Colonial Produce.

Are you requiring the services of London Agents to promote your interests? We shall be pleased to enter into correspondence with a view to arranging terms to mutual advantage.

BANK CREDITS ARRANGED.  
CASH ADVANCED AGAINST SHIPMENTS.

**JOHN HADDON**  
**AND CO.**  
Colonial Merchants and Produce Agents,  
SALISBURY SQUARE, LONDON, E.C.

## A NEW PHILOSOPHY OF MIND.

(Continued from page 2)

than the old. The work of the new school of physiologists, who treat the plant and the lower organisms generally as chemical machines, gives more promise of real explanation. It is the same with regeneration, or the repair of organs and tissues which have been injured. To ascribe this to either a vital principle or an ethereal soul is merely to put a verbal label on a phenomenon which is still very obscure.

In fact, Dr. Munro seems to me to drop into a confusion which vitiates much of his stimulating work. It is with him a fixed principle that "thought" may be unconscious, and he is on this account disposed to find it everywhere in the universe. He even indulges in a rather weird speculation as to whether the constellation Orion, or at least the great nebula in Orion, may not be an organ of thought. To the astronomer it seems bewildering to suggest that a few stars that are separated from each other by billions of miles of space, or a thin mass of helium and nebular, may be in any sense an organ of thought. But Dr. Munro sees thoughts everywhere. The mind is "an ensoulment of Cosmic Thought," he says repeatedly.

Most psychologists, however, admit that there is unconscious thought. But to avoid confusion it would be better to keep the original name, "unconscious cerebration," and then we at once see the fallacy. Unconscious thought is as much a function of the brain as conscious thought. When you set aside an unsolved problem, and presently it emerges solved into your consciousness, the brain-machine below the level of consciousness, so to speak, has been busy with it. When you recall the first letter, as so often happens, and cannot recall the full name, you know that the missing letters are somewhere in your mental vaults, and they are presently pushed into the light by your subconscious machinery. But you have no right whatever to say that, since thought may thus be unconscious, it may be found where there is no brain at all. The only unconscious thought we know is "unconscious cerebration." It has not the least application to a plant, a crystal, or a nebula, to say nothing of the Cosmos generally. Yet the phrase "Cosmic Thought" appears on almost every page of Dr. Munro's book, and it bears a rather heavy load of conclusions for so frail a support.

Rising to higher reaches of the animal world, Dr. Munro, has repeatedly to help out his inadequate formula by statements which may be at least questioned. In the arts and bees he suggests telepathy. He ought to mention that the great majority of physiologists and psychologists entirely reject telepathy. In dealing with the wasps he quotes, as if it were unquestioned, the statement of Fabre, that the Spizex stings its victim in certain ganglia, so as to paralyse without killing it. For him this is the "ensoulment" of a long experience of ancestors. Curiously enough, on the next page he tells us that Dr. and Mrs. Peckham found other wasps which show this "precision" in a state of imperfect development. On the contrary, they refer to the same wasp as Fabre, and they have completely demolished his anthropomorphic legend of "the wasp anatomist." Bergeon makes the same mistake.

When, in fine, Dr. Munro reaches the human stage, he disappoints us altogether. Instead of making some dim suggestion how this assemblage of psychons may be distributed in the remarkable mechanism of the mind, how they are related to the brain, or how they are possibly kept together (as he believes) when the brain moulders into dust, he gives us a very charming and learned essay on prehistoric man. Then he skips at once over this vast interval of science to theosophical speculations and ethical lessons which are supposed to crown his theory. The careful reader does not see the connection. Indeed, his very triumphant and repeated assurance that "We are One," which is at once a deduction from his theory and a basis of international brotherhood, fails to move us. A materialist would provide just the same basis of unity. Most of us probably prefer to keep our ideals apart from these speculations, and find the inspiration for them in the facts of human life. While, therefore, we are bound to close the work with high admiration of its remarkable command of science, its occasional charm of style, and its unfailing idealism, we must admit that Dr. Munro's theory is in its simplest expression unsatisfactory and in its higher applications very sketchy and inadequate.

**CHAMBERLAIN'S PAIN BALM.**  
A touch of rheumatism, or a twinge of neuralgia, whatever the trouble is, Chamberlain's Pain Balm drives away the pain at once and cures the complaint quickly. First application gives relief. When a bottle of it is kept in the house the pain of burns and scalds may be promptly relieved, cuts and bruises quickly healed, and swellings promptly reduced. I fact, for the household it is just such an embroachment as every family should be provided with. For sale by All Chemists and Storekeepers.

## NOTICES.

**FOR CARS on HIRE** Experienced Chauffeurs and Expert Mechanics.

**A Large Number of New and Comfortable Cars Always in Readiness.**

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Arrangements for Special Occasions.

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JAPANESE FINE ART CURIOS and PACKING CONTRACTOR.  
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All Goods Guaranteed.

**LONG HING & CO.** PHOTO SUPPLIES, Kodaks and Kodak Films, etc., etc. DEVELOPING & PRINTING A SPECIALITY.  
No. 17, QUEEN'S ROAD CENTRAL HONGKONG.

## THE HONGKONG SCHOOL OF MOTORING.

Applications are now being accepted. The School has accommodation for 200 pupils. Courses for Mechanics and driving. Special facilities will be offered to persons desirous of becoming Chauffeurs and not having the means pay for their course.

Works and school, Shauiwan.  
Office, 4 Queen's Road Central.

## STATE EXPRESS CIGARETTES.

The particular man demands a particular cigarette. State Express are made for just such men—men of discrimination who require the best.

VIRGINIA  
**No. 555** - - - - 85 cents. PER 100 OF 25.  
PACKED IN PATENT VACUUM TINS.

Sole Manufacturers:

**ARDATH TOBACCO CO., LTD.,**  
LONDON, ENGLAND.

## M. Y. SAN & Co., Ltd. HONGKONG. HIGH CLASS CONFECTIONERS AND BISCUIT MANUFACTURERS.

Well known for best Materials, up-to-date Machinery and Cleanest Work in the Orient.

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## WATSON'S PRICKLY HEAT LOTION AND POWDER

are certain cures for Prickly Heat. Can be used either in conjunction or separately.

They will also be found invaluable for preventing and relieving Sunburn, Freckles and all Skin Irritations.

Prepared only by  
**A. S. WATSON & CO., LTD.,**  
Hongkong Dispensary.  
TELEPHONE No. 16.

**Powell Ltd.**  
TELEPHONE 346

**SPECIAL LINE!**  
PATENT and BOX CALF  
— PUMPS — 8.50 PER PAIR.  
**GLACE KID**  
and BOX CALF  
**LACE SHOES 9.50 PER PAIR**  
**A BARGAIN!**

### BIRTHS.

SOMEKH.—On June 10, at Shanghai, to Mr. and Mrs. B. A. Somekh, a son.

PARK.—On June 9, at Shanghai, to Mr. and Mrs. W. Park, a daughter.

### MARRIAGE.

HAYES-PEARSON.—On June 7, at Shanghai, Mr. John Henry Hayes, to Miss Winifred Mildred Pearson, second daughter of Mr. J. H. Pearson, C. M. C.

### DEATH.

CUMINE.—On June 9, at Shanghai, Claude Alexander Cumine, the only child of Mr. and Mrs. H. M. Cumine, aged 12 months.

## The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, JUNE 18, 1919.

### THE BOYCOTT AT SHANGHAI.

Only a few days ago we made the remark in this column that the local Government was in a different position vis-a-vis the boycott to that occupied by the Shanghai Municipal Council. Events have proved the remark well founded, though the respective positions are the reverse of what we had thought them. If Hongkong (with a stronger obligation and presumably more power) have chastised the agitators with whips, Shanghai (with what we had deemed less obligation and less power) has chastised them with scorpions. By the simple procedure of holding a meeting and drafting a notification the Municipal Council at Shanghai made a law. This was that no person should, under any pretence whatever, carry any flag or banner... bearing any inscription in Chinese. The penalty was instant arrest. The notification ended in these words, presumably copied from the ancient *huk'm lai* of the old Manchu autocracy, "Warning is duly given. Let all obey." They also closed the offices of the Chinese Students' Union, to prevent "political agitation." This sort of thing would take the breath away from a Radical griffin fresh from Home, for he would not realize that the position of Shanghai is unique among all world places, and that its conditions are peculiar. Shanghai still regards itself as a foreign reservation, which, indeed, was its natal status. The numerous Chinese who live, work, and own property

therein are regarded as present "on sufferance," though their numerical preponderance and the long duration of their usage might be held to have given them at least Squatter's Rights. While we must admit that the Europeans of Shanghai take a too high-handed attitude, it must be said that every citizen (vote or no vote) should feel bound by the regulations of the Settlement's peculiarly constituted authority. In effect, no matter what has been going on round it or close to it in the past, and no matter how indiscreet some of its more hot-headed European residents may have been at times, regarding politics that did not concern them, Shanghai has endured by being neutral. It has been the Belgium of the Far East, its neutrality guaranteed internationally. Consequently it cannot for a moment be gainsaid that the promoters of the recent anti-Japanese demonstrations put themselves utterly in the wrong.

Granting that, and making considerable allowance for irritation caused by personal inconvenience, we may still express surprise at the unsympathetic attitude of a section of the people there. The attitude of the Press does not surprise us. It, of course, was trying to back the winner, to come down on the right side of the fence, and if it guessed wrongly, it would wriggle through to the popular side promptly. It was the impatience of the methods of the leading Shanghai people that surprised us. The Chinese are a people peculiarly amenable to argument, even when heated with the passion called patriotism, which seems to render some of our own people incapable of reason. It is only necessary to mention "Logic" to the most vehement Chinese, and he will put himself at least in the posture to listen. For instance, the Municipal Council took away all the Chinese flags flown over the premises of reputable and orderly Chinese, men of substance, presumably acting on the "law" or notification we quoted, but in what seemed a very arbitrary manner. This, to the Chinese patriots concerned, who were merely showing their colours, probably more for self protection than for propaganda purposes, was a serious "loss of face." Had the agents of the Municipal Council gone to them quietly and explained the undesirability of augmenting an already strong feeling, they would probably have gained their end. As it is, they seemed so antipathetic that they must have increased the real danger of all such demonstrations, which is an indiscriminate anti-foreign feeling. As it is, that feeling is now undoubtedly present in a stronger degree than usual, and what the Europeans gained on the roundabout they may have lost on the swings. After all, there is the Chinese point of view, which cannot help regarding the Europeans

as intruders on Chinese soil even in Shanghai, which they have made prosperous (with Chinese help) and a refuge (without it). To discover that these intruders were frowning on their political manifestations from the outset, far from showing the least sympathy, and finally allowing their own fears to prompt what looked like high-handed procedure, must have confirmed and enhanced the Chinese mistrust. So far as we can see, from the accounts in an obviously hostile and biased Press, the Shanghai Students Union behaved quite correctly as soon as they saw what way things were going. We do not want to judge Shanghai too harshly. We remember that there have been several very nasty riots in Shanghai before, and we know something of the effects of panic and of fear. The boy who killed the toad, to "serve it right for being a toad," betrayed a psychology something like that of the Shanghai authorities. That the "toad" might have certain elementary rights simply did not occur to them. Moreover, a boycott can be a great nuisance to others than those it is aimed at, and "when self the wavering balance shakes, 'tis rarely right adjusted." Unfortunately, as our argument is meant to show, the line taken must have done more harm than good. We need not say that we disapprove of and condemn the Chinese agitation so far as it has been deliberately fomented and organized. It also was a mistake. There is no doubt in our mind that President Wilson did not oppose the pro-Japanese settlement of the Shanghai question because he was too wise to drop the substance for the shadow. To wreck the League of Nations before it was set on its feet would have been to bid a final farewell to all hope of justice for China. As we said a little while ago, once the League of Nations gets into action, as an established and going concern, the Chinese claims could and would be reconsidered, and we have little doubt that they would be satisfied. With so many Europeans openly and incorrigibly sceptical about the L.O.N., we suppose it is too much to expect the Chinese to put their trust in it. Yet that is precisely what we would advise them to do. There is no other well grounded hope for them.

### "ONLY."

The snobbish "divinity" that doth hedge a king, even when that king is worse than a busted flush, hangs on in a queer way. Any ordinary man talking of a "narrow escape" by himself, in the way about to be mentioned, would be heartily laughed at, and as for the Press, its editors would rave if such "copy" were turned in about a plain citizen. An item, discredited to our airman. In one case His Pomposness was there "only 50 minutes before." In the other His Crazyness was "only 16 miles distant." Isn't it contemptible? The British Press misses level-headedness by "only a million years." We are all human, even the wisest of us, and we all have our faults and errors; but to be able to see clearly the sickening persistency with which the rest of the mob goes on doing the *hokio* to a busted flush is almost to compel an arrogant self-conceit. Hero-wo ship is no bad thing, really, but the heroes should be the right sort. Those that have merely got a lot of money, or who have had the misfortune to be born in the sickly purple, should not be regarded with any particular concern. Come to think about it, we are making ourselves ridiculous. We are writing about humans. How God must laugh as we pen the word "heroes" in that connection.

### CIRCUSES.

The Encyclopedia Britannica says that the modern circus "has little in common" with the classical circus of Rome. On the contrary, it has much. The "circus procession" is not only a transparent advertisement to attract patronage; it is also the ancient *pomp*, and circus proprietors trade often include certain features reminiscent of its origin. Internally, the chariot (*rigae*) is often introduced, and the *desultores* (man with a horse under each foot) are a regular feature of all proper and orthodox sawdust programmes. Even the clown's expletive, "krikey," may be regarded as a relic of the Greek name for the old show. In the ancient and modern circus the galloping horse is the main point. The most striking difference between new and old is that whereas the modern clown stands in the ring, the ancient one lolled in the imperial box, and that the modern one is more amusing and more popular. We all love him, and pay the reverence due to age to his jokes. Many philosophers have striven to analyse the sense of humour, and many tedious books exist as evidence of their diligence, including the comparatively recent essay by the boom-ed but empty Bergson. The circus clown demonstrates the answer to the problem. Nightly. Go and see Bostock's.

### HEAR, HEAR!

China Mail readers are recommended to read the editorial article in this morning's *Daily Press*. That is the sort of thing that needs to be said over and over again; if our race is to keep its place in the forefront of civilization. It has given us real pleasure to read it, twice, and we would reprint it *in toto* if we hadn't already sufficiently flouted the conventions. It is an elegantly written article stimulated by Haig's despatch, and especially by his reference to the New Army (somewhat dubiously regarded by the Regular gang suffering *jaalousie de métier*). It (the article) remarks incidentally that the achievements of the New Army are a conclusive answer to the pro-conscriptorists (thoughtless parrots) and passes on to quote the "well-deserved tribute" to our universities and public schools which "in the formation of character... have no rivals." That is Haig's, not the *Daily Press's*, and it is the literary artistry of the writer made him avoid the old rot about "the playing fields of Eton." Because, of course, only half an eye is needed to see that Haig threw that in as a sop to a touchy Cereberus, his own testimony immediately ensuing demonstrating chiefly that "in the formation of character" those institutions do have rivals. How otherwise explain the mere editor who commanded a division, (*c'est pour vivre*) the taxicab driver who commanded a brigade, the cook, the insurance clerk, the police inspector, the coal miner, the market gardener, who "live" to command battalions? These facts not only constitute a magnificent justification of democracy; they shatter the old claim of Class to a special "character." [Haig's emphasis and our amazed delight are a naive sort of surviving snobbery.] This is a mischievous myth that has too long been a handicap in our country. This is not to say that the average level of "character" in the public school and university classes is not higher than the average level of the proletariat. The proletariat admits that cheerfully, because it is a claim of shame by those who make it without seeing that it ought to be so, as long as they seek to monopolise the opportunities for character uplift. (Culture follows comfort.) The war has proved that the raw material of our race is such that, even without their special advantages, it can rise above the "character" they brag about. Does "the parable of the talents" mean nothing to them? As our contemporary asks, in a thought-compelling sentence, "who can estimate the gifts which have been lost through neglect?" Read the article, please—think it over. You need it.

### THE BOYCOTT.

#### MORE SHANGHAI INCIDENTS.

A Chinese chauffeur and some Japanese had an argument in Yuhang road. The Japanese stabbed him. Seven Japanese were arrested, five in connection with the stabbing affair, one for carrying a dangerous weapon, and the seventh for stabbing a coolie employed at a police station.

The chauffeurs started a strike. The *taipans* resented this, and their organ proposed that the chauffeurs' licences should be withdrawn, that their wages should be "cut," and so on.

Wharf hands also struck. Like-wise 1,000 hands of the Old Dock.

A "comic" incident was an enterprising notice in the window of J. D. Chang & Co., that free medical attention would be given to injured students!

A baton charge dispersed a crowd which resented the removal of badges from demonstrators.

The Chinese Chamber of Commerce issued a notice begging the shops and workmen to resume work.

### ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the Hospitals:—  
J. Reid Esq. .... \$ 20.00  
W. Murray Scott Esq. .... 20.00  
E. Banfield Aubrey Esq. .... 10.00  
J. Dalziel Esq. .... 10.00  
J. W. Stewart Esq. .... 3.00

### V.R.C. FETE.

Weather permitting a Night Fete will be held at the Victoria Recreation Club on Saturday evening 21st inst.

The entries for the swimming events show that there is no lack of interest this year.

There is a Ladies' race, also 100 yards handicap for the army and navy. We hope these two races will be well represented as they are always popular.

### STOMACH AND LIVER TROUBLES.

No end of misery and actual suffering is caused by disorders of the stomach and liver, and may be avoided by the use of Ghaebolain Tablets. Give them a trial. For sale by All Chemists and Storekeepers.

### LOCAL AND GENERAL.

The *s. Brazil Maru*, 5,880 tons deadweight, under construction at the Kawasaki Dockyard, Kobe, was launched on May 31.

Mr. D. H. O'dell, of Yokohama, and Miss A. F. Frost, daughter of Mr. and Mrs. H. J. Frost, of London were married on June 3.

The Tokyo Shipyard, Tsukijima, Tokyo, which was established in July, 1917, has now closed down and curtailed all business contracts.

On the night of May 27 by the R.M.S. *Minto* Brigadier-General A. E. Borton, D.S.O., A.F.C., arrived at Jesselton for the purpose of investigating the possibilities of this country as an air route port. He left next evening for Kuching, Sarawak.

The wedding took place at Holy Trinity Cathedral, Shanghai, on Saturday June 7, of Mr. John Henry Hayes and Miss Winifred Mildred Pearson. The service was conducted by the Rev. A. J. Walker. The bride was given away by Mr. Dierckling, and Mr. Willnot acted as best man.

The China Merchants S. N. Co. is preparing plans for the construction of three new ships, one to be a river steamer of the *Kiangwah* type and the others coast boats of the *Hsinchang* type. On the completion of these, the company intends to order a further three coast ships.

The steamer *Nichinan Maru* (3,000 tons) owned by Busai S.S. Co. of Osaka collided with the steamer *Suzuki Maru* (5,000 tons) owned by Suzuki Shoten of Kobe early Sunday morning June 1, off Mutsu Shima, Okayama, and the former went down being badly damaged in the hull below the waterline. All of the crew were saved.

Seoul despatches report that the number of Koreans found guilty and sentenced in the Seoul district Court since the riots broke out reaches more than 700, most of whom appealed. Those who inflicted injuries on policemen were punished by terms in jail as heavy as 7 years and others got from 3 months to 3 years.

There has already been some trouble with a foreign teacher at the Peiyang University, where, through pressure by the students, an American professor Mr. Bayard Lyon has been notified that his services are no longer required. Mr. Lyon is married to a Chinese lady and has been an honoured member of the staff for many years, states the *C. Critic*.

Rumours have recently been circulating to the effect that the Governor of the Dutch East Indies, Count van Limburg Stirum, was about to tender his resignation, and that Mr. Fock, Chairman of the Second Chamber, would presumably succeed him. The Hague Correspondence Bureau learned upon inquiry at the Colonial Department that nothing was known there of intention to resign on the part of the Governor General.

The Japanese Government, says the *Asahi*, have decided to confiscate all German property in Japan and a law relating to the control of enemy private properties will shortly be promulgated. According to the new law all the property belonging to the German and Austrian Governments as well as property belonging to their peoples in Japan, her territories and occupied land, will be confiscated and the value thereof deducted from the indemnity to be settled later.

The fee for the special urgent instalment of telephones will be increased, from the current year, to 500 yen for Tokyo and Osaka and 400 yen for Yokohama, Nagoya, Kyoto and Kobe. The former rates were 300 yen for Tokyo, 250 yen for Osaka and 200 yen for Kobe, Kyoto, Nagoya and Yokohama. The acceptance of applications for urgent instalment will be commenced shortly. The "urgent" instalment of telephones will perhaps be discontinued from next year.

On the night of May 28 a regular typhoon swept over Chefoo, and a Dutchman in the service of the Chefoo Harbour Works Co., who happened to be out in a motor boat, was caught in the storm and drifted out to sea. A search party was organized, and was out all night, and they only found him the next day, 13 miles from Chefoo Bluff. He had no food or water with him and had one Chinaman who went off his head with fright. They were eventually picked up next morning by Mr. Thos. Wright, the Harbour Master.

Lieut. Col. Eustace Clementi Smith, a son of the late Rt. Hon. Sir Cecil Clementi Smith, former governor of this Colony, passed through Hongkong the other day. He had seen the bust of his father, subscribed for by admirers at home and to be sent out here, and the family thought it an excellent likeness and greatly admired it. Sir Cecil stood out among the Governors of this Colony as the perfect diplomat. He founded the Queen's Scholarships, of which there are so many Straits boys distinguished holders.

### LOCAL AND GENERAL.

To-day's dollar is worth 3s. 6 15/16d.

To-day's return shows six cases of plague and one of *c.s. fever*.

The *Korea Maru* brought 274 bags of mail this morning, all American Mail.

The *Prometheus* brought a cargo of coal from Hongay yesterday consigned to Thoresen and Co.

The Blue funnel Steamer *Euryades* brought 3,000 tons of coal to Hongkong this morning from Muke.

The *Taming* (Capt. A. Tucker) arrived from Manila yesterday afternoon with 2,200 tons of general cargo.

The American s.s. *Hanamet* (Capt. J. Lennox) brought 2,700 tons of rice and meal from Saigon this morning.

The B. and S. *Suiyang* (Capt. J. Gibbs) from Shanghai brought 1,000 tons of general cargo to this port yesterday afternoon.

The lady who runs passenger boat A1501V risked carrying 10 passengers more than allowed by her licence. This turned out very unprofitable as P.C. Blackman caught her infringing the rules. She had nothing to say before or after. Captain T aylor fined her \$15.

Ten Japanese women typists have been engaged by the Foreign Office at salaries in advance of the usual figure because of their ability to keep a secret, says a Japan paper. The secrets are many and weighty in their work in the Treaty Commission room, which chiefly relates to revision of treaties with the Powers to conform with post-war conditions.

We are still getting new sidelights on the mentality of the British Army, and the latest is one of the most delightful. Lieut Colonel Dale Logan, in his address on gas-poisoning to the British Medical Association, mentioned that canaries and white mice were used as tests for the presence of carbon monoxide, but the soldiers made pets of the canaries and often put them in the safest place.

If our few but noisy Bolsheviks could be officially dosed with some of their own medicine, and given practical experience of the working of their theories, they would probably find themselves largely in accord with Tommy Atkins when supplied with a Russian delicacy in lieu of his customary "home made" jam ration. It happened that the Commissariat at Baku were very short, even of plum and apple, so caviar was issued to the troops instead. A few days later an apologetic sergeant replied to "Any complaints?" "Beg pardon, sir, but the men don't seem to like this Russian jam. They say it's got such a fishy taste."

A panther which may or may not have been reading the story of Androcles and the lion called at Raub Hospital recently, and strolled into the leper ward in which was one patient, who seized a lamp and held it to the animal's face. The panther instead of holding up its paw for treatment was off like a streak—straight into a trap that had been set overnight by Dr. Peart's boy for a musang suspected of more than a passing fancy for chickens! On the following morning the boy repaired to the trap and there beheld the panther. He did not wait to say good morning, but bolted. Later on a number of hospital attendants bandaged the patient, which was subsequently purchased by Mr. Aune for the sum of fifteen dollars.—S.F.P.

### ASKED TO PAY TWICE.

#### DELIVERY COOLIE WHO MADE A GOOD COLLECTOR.

'Ngan Loi is an odd-job coolie employed by the Yuen Lee firewood shop, Yaumati, to deliver firewood to customers. He has ideas "above his station." Bills were made out in advance by the shop, and kept behind the counter, to be collected later. On April 2, Ngan Loi is alleged to have taken one of the bills made out to the Sincere Company, and presented it for payment. He was paid \$3.99 and signed a receipt for it.

When the bills were missed from the shop, duplicates were made out. The mystery thickened however, when the Sincere Company was approached and refused to make payment. They showed the receipt. The name on it gave no clue. The Coolie presented a second bill to the Sincere Company and was paid \$6.75. When he attested the same signature Lee Sing on the receipt the Company became suspicious, and took him to the firewood shop. He made an attempt to bolt but was arrested. Before Mr. R. O. Hutchison to-day he pleaded guilty to receiving money by false pretences. Six weeks.

### BOSTOCK'S CIRCUS.

#### STORM CAUSES SLIGHT PANIC.

#### A WONDERFUL SHOW.

Last night was the opening night of Bostock's Royal Italian Circus. The weather had been bad during the day and was threatening at night. To the general surprise the spacious marquee was almost completely filled, there being no blank spaces anywhere.

There were prancing ponies, tricky trapezists, enterprising equilibrists, clever clowns, astonishing acrobats, mimicking monkeys, dancing dogs, brass band, and the marvellous Maximo, wire-walker. The programme went along with a swing to the enjoyment of the audience. The small ponies (which will interest the children immensely) were clever. They were completely under the control of the ringmasters. They went in and out of barriers, calculated with their hoofs, pranced on their hind legs and generally helped with a clever show. The monkeys were smart and well trained. Riding on ponies, and doing tricks on the rope, the monkeys did everything except talk.

The dogs were splendid and what was pleasing to the audience they were full of spirit. The dog that went up the ladder and took a flying leap down seemed to do it as gladly as going for a nice chop bone. Another bright little doggie did somersaults, and in the second half they all came out in neat dresses and the programme said they were for a fancy dress ball. They danced and jigged to some tune.

A very popular turn was Mme. Loreez. This graceful young lady pleased by her daring tricks on the trapeze. Her turns were novel, some new and all nice. She finished up by playing a cornet while entwined in a rope suspended head downwards in the air. Long and loud applause marked her departure from the arena.

The acrobats were a tough looking trio. The lady was of unusual strength and the men did some smart stunts.

The clowns, especially Spuds, were a live lot and contributed their quota of fun. They were here, there, and everywhere, tripping, tumbling, talking, always attempting a lot, yet always doing nothing.

What was generally admitted to be the *piece de resistance* was the last item of the first half, Maximo, described as the Cuban wonder, was truly wonderful in his wire rope feats. Frankly he is in advance of any we have seen and we are not inclined to dispute the assertion of the manager to a *China Mail* reporter that Maximo is the cleverest man at his game in the world.

His contortions, walking, running and dancing on the wire were astonishing. He capped this by forcing the wire to and fro as a child would a swing yet he seemed to keep his balance on the wire almost as easily as the average man does on the earth. The rounds of applause that greeted his turns were wholehearted and well deserved. The interval followed Maximo's exit.

RAIN AND WIND CAUSES LITTLE PANIC. The second half was going on splendidly until the dogs were at the fancy dress ball. A few heavy showers had made an appearance in the first half. Now (11.05) the rain fell with intensity and the wind blew with considerable force. Unfortunately there were some silly pieces of loose canvas near the entrance and these flapped vigorously at the instance of the wind. Then the lights went out for a moment and this caused a little panic and an attempt to get out. Fortunately a few people near the entrance called out that all was well and the band played on. The audience settled down again but the rain fell harder than ever although only a few drops came through the canvas which withstood the severest test last night it is likely to have excepting a typhoon.

When the lights momentarily failed again the people got nervous and began to leave as soon as the lighting was restored. As they left the tent they were immediately saturated with rain as it was pouring heavily. The ferries were filled with clothes-soaked people, all talking of their experience.

It was an unfortunate end to a splendid show, or rather part of the show.

Given fine weather it is probable that all last night's visitors will go again to see the part they missed. There is a matinee to-day at 5 p.m. and the usual night performance at 9.15. As a show for all ages it can honestly be recommended.

### PRESENCE OF MIND.

We all know the story of the boy who was caught creeping through a gap in the fence of the orchard. Asked "where he was going," he said "back again," and suited his procedure to his parley. Similar presence of mind was shown by a Chinese house breaker this morning. Caught in No. 110, Dea Vaux Road, West, he told Magistrate Hutchison that he was merely paying a call on a friend. The Cadi considered a month sufficient.







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AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &  
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR

MARSEILLES &amp; LONDON.

VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"MASSOYA"	21st August	31st September	2nd October
"MALTA"	4th September	7th October	16th October

FOR

BOMBAY VIA STRAITS AND COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"DUNERA"	7th July	25th July

FOR

CALCUTTA VIA STRAITS AND RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
"JAPAN"	16th June	18th August

FOR

SHANGHAI AND KOBE.

S.S.	Leave Hongkong about	Shanghai only
"JAPAN"	24th June	
"DUNERA"	31st June	

Wireless on all steamers.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, &amp;c. apply to—

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Batavia, Samarang and Sourabaya.FOR JAVA PORTS:  
KORONA MARU ..... on 15th July.  
KORONA MARU ..... on 27th July.FOR JAPAN PORTS:  
KORONA MARU ..... on 21st June.  
KORONA MARU ..... on 4th July.  
KORONA MARU ..... on 28th July.  
KORONA MARU ..... on 28th Aug.  
KORONA MARU ..... on 8th Sept.

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OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.  
\*ANDES MARU ..... Saturday, 21st June.  
\*AMAZON MARU ..... End of July.  
\*Call Marseilles.

\*SINGAPORE &amp; BOMBAY—Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.

SIAM MARU ..... Thursday, 18th June.

\*GUENOS ARES, RIO DE JANEIRO, SANTOS, MAURITIUS,  
DURBAN & CAPE TOWN via SINGAPORE.

HAWAII MARU ..... Wednesday, 26th June.

\*COLOMBO—Regular fortnightly service via Singapore.

SIAM MARU ..... Thursday, 19th June.

\*SAIGON, BANGKOK, SINGAPORE—Regular monthly service.

SHISEN MARU ..... Wednesday, 2nd July.

\*SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z., and ADELAIDE.

KORONA MARU ..... Wednesday, 3rd July.

\*VICTORIA, VANCOUVER, SEATTLE, TACOMA.

Regular fortnightly service touching at intermediate ports in Japan and  
transshipment to OVERLAND POINTS U.S. in connection with Chicago,  
Milwaukee and St. Paul Railway.

MEXICO MARU ..... Wednesday, 24th June.

\*HAIPHONG—Three times a month service.

DATOKU MARU ..... Wednesday, 18th June.

JAPAN PORTS—KOBE.

\*KEELUNG, TAKAO VIA SWATOW, AMOY.

These steamers have excellent accommodation for 1st and 2nd class Saloon  
Passengers and will arrive and depart from the O.S.K. Wharf,  
near the Harbour Office.

For TAKAO via SWATOW and AMOY.

BOSHO MARU ..... Thursday, 19th June, at 9 a.m.

For KEELUNG via SWATOW and AMOY.

AMAKURA MARU ..... Sunday, 22nd June, at 10 a.m.

For sailing dates and further particulars please apply to

Y. YASUDA, Manager,  
No. 1, Queen's Building.

Tel. No. 744 &amp; 745.

## TO THOSE GOING AWAY

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All the News of Hongkong and the Far East.

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C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS—SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI & TSINGTAO	SUYANG	June 19, at 4 p.m.
SHANGHAI & TSINGTAO	KWANGKAI	June 22, Daylight.
MANILA, CEBU & ILOILO	TAMING	June 22, at 3 p.m.
SWATOW & BANGKOK	HUPA	June 24, at 11 a.m.
SHANGHAI	WEIHAUW	June 24, at Noon.
WEIHAUW, CHEFOO & TIENTSIN	HUIKOW	June 26, at Noon.

SEALION LINE—PASSENGERS, MAIL AND CARGO. Excellent  
Saloon accommodation, electric light and fans in Saloon and  
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PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
HANKOW	TUNGSHING	FRIDAY, June 20, Daylight.
TIENTSIN via WEIHAUW	CHONGSHING	FRIDAY, June 20, Daylight.
HAIPHONG	LOONGSANG	FRIDAY, June 20, at 8 a.m.
MANILA	YUNSHANG	FRIDAY, June 20, at 3 p.m.
STRAITS & CALCUTTA	NAMSANG	SATURDAY, June 21, at 3 p.m.
SHANGHAI	WINGSANG	SUNDAY, June 22, Daylight.
SHANGHAI	FOOSHING	WEDNESDAY, June 26, at 4 p.m.
MANILA	LOONGSANG	FRIDAY, June 27, at 3 p.m.

CALCUTTA LINE—This line has now been re-organized and affords regular sailings to Calcutta  
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occasionally calling at Shanghai.  
All steamers have excellent passenger accommodation, are fitted with Electric Light  
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accommodation; sailings from both ports every Friday.HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at  
Haiphong when indicated.BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having  
up-to-date accommodation for passengers.TIENTSIN LINE—A regular service is run from March to October between Hongkong and  
Tientsin, calling at Weihaiwei and Chefoo.Chinese Agents Government Transport Regulations. All European Passengers, leaving the Colony  
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Photographs and description affixed thereto.For Freight or Passage, apply to  
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NIPPON MARU	11,000	7th July.
*TENYO MARU	21,000	20th July.
*SIDERIA MARU	20,000	20th July.
SHINYO MARU	22,000	13th August.

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QUINNEBAUG ..... Capt. Medina ..... TUESDAY, 24th June at 11 a.m.

HAIKONG ..... Capt. A. H. Stewart ..... FRIDAY, 27th June at 1 p.m.

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United States of America and Canada.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN,  
General Managers,  
Telephone No. 1574.TROOPS DETAINED IN  
INDIA.OFFICIAL APPEAL FOR  
HELP.H. E. Lord Willingdon has received  
the following telegram, dated Simla  
April 28 1919 from His Excellency  
General Sir Charles Monro, Com-  
mander-in-Chief in India:"You may have seen in the papers  
that several thousands of British  
soldiers on their way home  
on demobilisation had volunteered  
unconditionally to remain in  
India for so long as their  
services were required here. These  
were men who were in sight of  
demobilisation and of their homes  
and families from which they had  
been separated in many cases for four  
years, yet who without the slightest  
hesitation and from a clear sense of  
duty sacrificed their convenience  
and the prospect of early re-  
lease in order to do their duty  
in case of need. In addition a  
large number of soldiers due for  
demobilisation have been com-  
pulsorily detained in India to under-  
go yet another hot weather and thus  
materially increase the number of  
British troops in India. I think that  
the above facts cannot be too widely  
known and feel confident that, if  
it is realised what sacrifices  
these men have made, many will  
be disposed to redouble their efforts  
and subscriptions to make the lot of  
the soldiers in India during the next  
hot weather as pleasant as possible.  
The Government has done much, in  
fact all that it can; and I feel sure  
that an appeal will, with your assist-  
ance, meet a ready response. I shall  
undertake to see that any subscrip-  
tions sent to the Adjutant-General  
are disposed of to the best advantage  
of the soldiers."In sending the above telegram to  
the Press for publication Lord Wil-  
lingdon says: "I am fully aware of  
the many calls for subscriptions  
which have been made on all  
classes and communities in this  
Presidency and of the ready response  
with which they have been met  
during the last four years of war;  
but I trust that the special cir-  
cumstances of this appeal may enlist  
the practical sympathy of many and  
that we shall be able to send a hand-  
some sum for the object which the  
Commander-in-Chief has in view.  
The Private Secretary to His Ex-  
cellency the Governor will receive  
any subscriptions and will open an  
account for this fund at the Bank of  
Madras."

## THEIR OWN MEDICINE?

JAPANESE STEAMERS AND  
INDIA.The Japanese papers are still ham-  
mering away at the allegations of  
extremely unfair pressure brought to  
bear upon the N.Y.K. and O.S.K.  
steamers by the Indian Government.  
This bad treatment, it appears, is  
now not only to be witnessed in  
Indian ports but even extends to the  
European lines. The statement is  
continually reiterated that the British  
Government is trying to restrict the  
operation of Japanese steamers  
on these lines. This is regarded  
as a very serious matter, as  
the interests of Japanese ship-  
ping circles are deeply involved.  
With a view to ameliorating the  
situation, the Association of Japanese  
Shipowners is said to have already  
approached the Government on the  
subject, and negotiations with the  
Indian Government through the  
Japanese Consul-General in Calcutta  
are promised. The curious thing  
about these reiterated reports, how-  
ever, is that the big shipping com-  
panies profess to know nothing about  
them, and there have been no con-  
sular representations on the subject.  
Nor is any specific charge made as  
to the manner in which Japanese  
shipping is oppressed. Apparently  
some disgruntled person connected  
with Japanese shipping has taken  
it as an insult that British  
ships have again begun to use British  
ports, take their turn at buoys and  
piers, get served first for no better  
reason than that they have arrived first,  
compete in freight, and altogether  
demonstrate that war-time mono-  
polies are finished. It is strange that  
in the Indian trade, where Japanese  
steamers enjoy advantages denied to  
British, and in which they make large  
revenues through a liberality of treat-  
ment in which there is no reciprocity,  
these complaints of unfair treatment  
constantly arise. It almost seems at  
times as though the critics forget that  
Calcutta is not Tsingtao.

## A CLEAR AND ROSY SKIN

is the result largely of daily regularity,  
to ensure which many women find the  
occasional use of Pinkettes all that is  
necessary.

## PINKETTES

are laxative perfection, curing sick  
headaches, bilious attacks, unpleasant  
breath, spots and blemishes. Tiny but  
thorough, as gentle as nature. Of  
chemists, or post free for 60 cents the  
vial, from The Dr. Williams' Medicine  
Co., 60 South Union, Road, Shanghai.



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P. & O.-BRITISH INDIA  
& APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)  
MAIL AND PASSENGER SERVICES  
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST  
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED  
SEA, EGYPT, EUROPE, &c.  
SAILINGS FOR

## MARSEILLES AND LONDON.

S.S.	Leave Hongkong about	Due MARSEILLES about	Due LONDON about
NAGOYA	21st August	23rd September	2nd October
MALTA	4th September	7th October	16th October

## BOMBAY via STRAITS &amp; COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
DUNERA	7th July	25th July

FOR  
CALCUTTA via STRAITS and RANGOON.

JAPAN	18th June	Due Calcutta 13th August.
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SAILINGS ALSO TO  
SHANGHAI, MOJI, KOBE AND  
YOKOHAMA.

S.S.	Leave Hongkong about	Shanghai and Kobe Shanghai only.
JAPAN	24th June	
DUNERA	24th June	

Tickets Interchangeable.  
P. & O. Australian Tickets are interchangeable with the New Zealand  
Shipping Co. (via Panama) or the Orient Company.  
Passengers may travel by P. & O. Company's steamers between Singapore and  
Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and sailing dates are liable to be altered without notice.

NOTICE TO CONSIGNEES  
Consignees are reminded of the necessity to apply to the Company's Agents  
regarding arrival of consignments expected of which they have received documents  
or advice.  
Any damaged packages must be left in the Godowns for examination by the  
Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.  
on Mondays and Thursdays. All claims must be presented within ten days of the  
steamer's arrival here, after which date they cannot be recognised. No claims will  
be admitted after the goods have left the Godowns.  
For Further Information, Passengers, Freight, Handbooks, etc., apply to  
MACKINNON, MACKENZIE & CO.,  
22, Des Voeux Road Central, HONGKONG.  
Agents.

**E. HING & CO.**  
LARGE STOCK OF SHIPBUILDING MATERIALS,  
viz. Steel Ship Plates, Angles and Bars.  
Also Shipchandlery Articles.  
Telephone No. 1116.  
25, Wing Woo Street, Central.

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## NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern  
Pacific, and Chicago, Milwaukee and St. Paul Railways.

PU-HIMA MARU ... .. Sunday, 22nd June, at 11 a.m.

KATORI MARU (calling Manila) Sunday, 13th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo,  
Suez & Port Said.

TAMBA MARU ... .. Friday, 27th June, at Noon.

MISHIMA MARU ... .. Friday, 11th July, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday  
Island, Townsville & Brisbane.

TANGO MARU ... .. Wednesday, 26th June, at 11 a.m.

NIKKO MARU ... .. Wednesday, 23rd July, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran,  
San Francisco, Panama & Colon.

TOYAMA MARU ... .. Tuesday, 15th July, ...

BOMBAY & COLOMBO via Singapore.

SHINRYU MARU ... .. Beginning of July.

TENSHIN MARU ... .. Middle of July.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU ... .. Saturday, 28th June.

CALCUTTA MARU ... .. Saturday, 19th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... .. Friday, 26th June, at 7 a.m.

AKI MARU ... .. Saturday, 19th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOYO MARU, No. 2 (Kobe direct) ... .. Thursday, 10th June.

KITANO MARU ... .. Monday, 23rd June, at 11 a.m.

SHIMBU MARU ... .. Saturday, 28th June.

INABA MARU ... .. Friday, 11th July, at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South  
American ports via Cape, etc).

For further information apply to—  
**NIPPON YUSEN KAISHA.**  
S. YASUDA, Manager.

Telephone Nos. 292 & 293.

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BUTLER-MAKERS, BRASS and IRON  
FOUNDRIES. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two slipways and can accommodate any craft  
of 200 feet long.  
Town Office: 43, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.  
Shipping: 18, HUNG HUI ROAD, Kowloon, Hongkong. Telephone No. 5.  
Estimates furnished on application.  
WONG PING WA, Manager  
Hongkong, April 1, 1919.

## VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai, Japan &c.	Foria Maru	Toyo Kisen Kaisha	On 18th June.
San Francisco via Shanghai, Japan &c.	Korea Maru	Toyo Kisen Kaisha	On 20th June.
San Francisco via Shanghai, Japan &c.	Venezuela	China Mail S.S. Co., Ltd.	On 18th June, at Noon.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 2nd July.
San Francisco via Shanghai, Japan &c.	The Admiral Line	China Mail S.S. Co., Ltd.	On 19th August.
Seattle, Tacoma, Victoria & Vancouver.	Western Knight	Canada S.S. Co., Ltd.	About 1st August.
Victoria, B.C. & Seattle via S'hai, &c.	Mexico Maru	Ozaka Shosen Kaisha	On 21st June.
Victoria, B.C. & Seattle via S'hai, &c.	Fushimi Maru	Nippon Yusen Kaisha	On 22nd June, at 11 a.m.
Vancouver via Shanghai, Japan &c.	Empress of Japan	Canada S.S. Co., Ltd.	On 25th June.
Vancouver via Shanghai, Japan &c.	Empress of Russia	Canada S.S. Co., Ltd.	On 16th July.
Manila, Cebu & Iloilo	Butterfield & Swire	Butterfield & Swire	On 23rd June, at 3 p.m.
Australian Ports via Japan	Tango Maru	Nippon Yusen Kaisha	On 24th June, at 11 a.m.
Australian Ports via Japan	Kiyo Maru	Nippon Yusen Kaisha	On 14th July.
New York via Panama	Buryados	Butterfield & Swire	About 28th June.
New York via Panama	Evermont Castle	Butterfield & Swire	On 19th June, at 11 a.m.
Nagasaki, Kobe & Yokohama	Nippon Yusen Kaisha	Nippon Yusen Kaisha	On 23rd June, at 11 a.m.
Shanghai, Kobe & Yokohama	Ritomo Maru	Nippon Yusen Kaisha	On 24th June.
Shanghai, Kobe & Yokohama	Japan	P. & O. S. N. Co.	On 20th June, D'light.
Shanghai, Kobe & Yokohama	Kwong Sang	Jardine, Matheson & Co., Ltd.	On 18th June, at Noon.
Shanghai, Kobe & Yokohama	Suiyang	Butterfield & Swire	On 18th June.
Haiphong	Daijoku Maru	Jardine, Matheson & Co., Ltd.	On 20th June, D'light.
Tientsin	Cheongching	Jardine, Matheson & Co., Ltd.	On 27th June, at 3 p.m.
Straits	Namsang	Ozaka Shosen Kaisha	On 19th June, at 8 a.m.
Swatow, Amoy & Foochow	S'hai Maru	Ozaka Shosen Kaisha	On 20th June, at 1 p.m.
Manila	Haibong	Douglas, Lapraik & Co., Ltd.	On 20th June, at 3 p.m.
Java	Yuenyang	Butterfield & Swire	On 15th July.
Straits & Calcutta	Borneo Maru	Butterfield & Swire	On 20th June, at 3 p.m.
Singapore, Colombo & Bombay	Namsang	P. & O. S. N. Co.	On 7th July.
Singapore, Colombo & Bombay	Dunara	Nippon Yusen Kaisha	On 20th June, at Noon.
London and Antwerp	Shioryu Maru	Ozaka Shosen Kaisha	On 27th June, at Noon.
London via S'hai, Penang & C'bo &c.	Alta Maru	Ozaka Shosen Kaisha	On 28th June.
Mauritius, Delagoa Bay, Durban	Tamba Maru	Ozaka Shosen Kaisha	
	Kawali Maru	Ozaka Shosen Kaisha	

Y. K. K.  
YAMASHITA KISEN KAISHA.  
(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1  
NANYO MARU No. 2  
NANYO MARU No. 3  
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TAMON MARU No. 1  
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CHEIAN MARU.  
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For Particulars Please Apply to—  
**M. KOBAYASHI, Agent.**  
Top Floor, King's Building.  
Tel. No. 140 & 155.

## NOTICES TO CONSIGNEES

## OCEAN STEAMSHIP CO., LTD.

## AND

## CHINA MUTUAL STEAM

## NAVIGATION CO., LTD.

## CONSIGNEES per Co's Steamer

## "NINGCROW."

are hereby notified that the Cargo will  
be discharged into Holt's Wharf, Kow-  
loon, where it will lie at Consignee's risk.  
The Cargo will be ready for delivery  
from Godown on and after June 18.  
Optional cargo will be landed, unless  
notice has been given prior to steamer's  
arrival.

All broken, chafed, and damaged  
goods are to be left in the Godowns,  
where they will be examined on any  
Tuesdays & Fridays between the hours  
of 10.45 a.m. and noon within the free  
storage period.

No claims will be admitted after the  
Goods have left the steamer's Godown,  
and all Goods remaining undelivered  
after June 23, will be subject to rent.  
All Claims against the Steamer must  
be presented to the undersigned on or  
before July 7, or they will not be  
recognized.

No Fire Insurance will be effected.  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, June 16, 1919.

## AMERICAN ASIATIC S.S. CO.

## NOTICE TO CONSIGNEES.

## From NEW YORK.

## THE Steamship

## "GABRIEL PRINCE."

Having arrived from the above Port,  
Consignees of Cargo are hereby informed  
that their goods are being landed at  
their risk into the Godowns of the  
Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon,  
and stored at Consignees risk and  
expense.

Consignees of cargo are hereby no-  
tified that they must produce an  
Import permit signed by the Superin-  
tendent of Imports & Exports, Hong-  
kong, before Bills of Lading can be  
countersigned.

All broken, chafed, and damaged  
goods are to be left in the godowns,  
where they will be examined on  
Friday, 20th inst., at 10 a.m.

All claims must be presented within  
FIFTEEN DAYS of the steamer's  
arrival here, after which date they  
cannot be recognized.

No claims will be admitted after the  
goods have left the Godowns, and all  
Goods remaining undelivered after  
the 23rd inst., will be subject to rent.

No Fire Insurance has been effected.  
Bills of Lading will be countersig-  
ned by  
**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, June 16, 1919.

## REGULAR SERVICE FOR

## FREIGHT BETWEEN

## HONGKONG,

## BANGKOK

## and/or

## SINGAPORE.

## NOTICES TO CONSIGNEES

## KONINKLIJKE PAKETVAART

## MAATSCHAPPIJ.

## NOTICE TO CONSIGNEES.

## From SINGAPORE, PENANG &amp;

## BELAWAN DELI.

## THE Steamship

## "VAN WAERWYCK."

## having arrived from the above Ports,

## Consignees of Cargo by her are notified

## that all goods are being landed at their

## risk into the hazardous and/or extra

## hazardous Godowns of the Hongkong

## &amp; Kowloon Wharf &amp; Godown Co., Ltd.,

## whence and/or from the wharves deli-

## very may be obtained.

## Goods not cleared by the 21st inst.,

## will be subject to rent.

## All broken, chafed and damaged

## packages are to be left in the Godowns,

## where they will be examined on the

## 20th instant at 10 A.M. by Messrs.

## Goddard &amp; Douglas.

## Claims against the steamer must be

## presented in writing within ten days

## after arrival of steamer, otherwise they

## will not be recognized.

## No Fire Insurance will be effected by

## the undersigned in any case whatever.

## Bills of Lading will be countersigned

by  
**JAVA-CHINA-JAPAN LYN,**  
Agents,  
Hongkong, June 16, 1919.

## NOTICE TO CONSIGNEES.

## TOYO KISEN KAISHA.

## THE Steamship.

## "FERSIA MARU."

## STEAMER ARRIVED FROM SAN

## FRANCISCO, JAP N PORTS,

## Friday 13th June.

## Consignees of cargo are hereby no-

## tified to present their Bills of Lading

## for countersignature and take immed-

## iate delivery from alongside steamer

## or the Company's godown, where all

## cargo impeding immediate discharge

## will be landed at Consignees' risk.

## Storage charges will be assessed on

## cargo remaining undelivered on and

## after Saturday, June 21st.

## All broken, chafed and damaged

## packages will be landed into the

## Company's godown, where same will

## be examined on Friday, June 20th,

## at 10 a.m.

## No claims will be recognized after

## the goods have left the steamer or

## godown and none will be entertained

## if presented later than three weeks

## after arrival of steamer.

## No Fire Insurance whatever will be

effected.  
**T. DAIGO,**  
Manager.  
Hongkong, June 13, 1919.

## KWONG SANG &amp; CO.

## Ship-Chandlery, Metal and

## Coal Merchants, Sailmakers, Pro-

## visions, Contractors, Riggers and

Stewards. Engineers Tools.  
Estimates on application.  
Tel. 609 224 and 226.  
Godown 7A.

## SHIPPING

## PACIFIC MAIL S.S. CO.

## U. S. Mail Line.

## OPERATING THE NEW FIRST CLASS STEAMERS

## "ECUADOR," "VENEZUELA" and "COLOMBIA."

14,000 Tons each.

## HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

## The Sunshine Belt

The most Comfortable Route to America and Europe.

## Sailings from Hongkong at Noon.

S.S. "VENEZUELA" ... .. WEDNESDAY, June 18th.  
S.S. "ECUADOR" ... .. WEDNESDAY, July 16th.  
S.S. "COLOMBIA" ... .. WEDNESDAY, Aug. 13th.

These Steamers have the most modern equipment including overhead  
electric fans and electric lighting ALL LOWER DECKS and large  
comfortable Staterooms (All single and two berth only).

The Safety and Comfort of Passengers is our first consideration.  
Special care is given to the cuisine, and the attendance on  
passengers cannot be surpassed.  
Tickets are interchangeable with the Toyo Kisen Kaisha and the  
Canadian Pacific Ocean Services, Ltd.  
For further information, rates, literature, schedules etc., apply to—  
COMPANY'S OFFICE in Alexandra Building,  
Chater Road.  
TELEPHONE 141.

HONGKONG, CANTON & MACAO  
STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT  
CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

## HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 3 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
**HONGKONG-MACAO LINE.**

Sailings—S.S. "SUI AN" to Macao daily at 8 a.m. (Sundays 9 a.m.)  
S.S. "SUI TAI" to Macao daily at 3 p.m. (Sundays 3 p.m.)  
S.S. "SUI AN" from Macao daily at 2 p.m. (Sundays 4 p.m.)  
S.S. "SUI TAI" from Macao daily at 7.30 a.m. (Sundays 8 a.m.)

Further information may be obtained at the Company's Office, Hotel Manana  
or from Messrs. Tanco, Cook & Son, Booking Agents, Hongkong.

## FOR NEW YORK.

## "BLUE FUNNEL" LINE.

S.S. EURYADES for New York via Panama, on July 5th.

For Freight and further particulars, apply to

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Agents.

## JAVA PACIFIC LYN.

For SAN FRANCISCO Direct.

## S.S. "BINTANG"

Will be despatched as above on or about

JULY 20th, 1919.

For freight apply to

## JAVA-CHINA-JAPAN-LYN,

AGENTS.

## HOO CHEONG WO &amp; CO.

## SHIP-CHANDLERY, HARDWARE, METALS,

## AND ENGINEER ROOM EQUIPMENT.

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Tel. No. 591. 51 & 52 Connaught Road Central.

## IRON AND STEEL PRODUCTS

## BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). **SINGON & CO.** (TELEPHONE 515).

## THE

## Taikoo Dockyard and Engineering Co.

## of Hongkong Ltd.

BUILDERS OF SHIPS & ENGINES

OF EVERY DESCRIPTION.

AGENTS: BUTTERFIELD & SW



## EXTRACTS TO SHOW WHAT HAPPENED.

Following are clipped from the N.C. Daily News:

The centre of trouble in connection with the strike changed from Nanking Road to Hongkew on Saturday and the crowds that thronged the principal street in Shanghai on Thursday and Friday were considerably reduced in numbers and certainly gave little or no trouble. It was consequently upon the general impression formed that there would be no further trouble that the volunteers were not called out on Saturday and the maintenance of order was left to the regular and special police. It is, however, an open question as to whether or not the strike is dying out. Certainly to judge from the larger number of bills posted in every conceivable spot, a century idea is to be formed and though the Nanking Road is reported to have decided upon opening the shops in the international zone and French Settlements did not do so yesterday, now it is reported that they will open tomorrow. The Chinese Bankers' Association has decided upon keeping business from today, and generally the signs are too confusing to permit of any sure estimate of the probabilities.

REMOVAL FROM CHINESE CITY. A significant fact is that the students' organizations are not prepared, in the absence of information from kindred bodies in the north, to accept the telegram that the 400 students arrested in Peking had been liberated, while an incident related to students in Shanghai is the report current in Shanghai that students arrested in the native city have been freed by the Chief of Police there without anything in the nature of a trial. Young men have been taken to headquarters by the city police and there they are reported to have been threatened with a whip, some of them, who have made reports to the Students' Association in the International Settlement bearing marks indicative of severe treatment. There was also considerable talk on Saturday of there being a general strike throughout Shanghai, involving all concerns, mills, docks, wharves, and every branch of business, foreign as well as native, the general idea being that the whole commercial life of Shanghai should be held up pending the coming into line of the Government in Peking.

Trouble commenced on Saturday in Hongkew just about noon, and the Hongkew Police had all their work cut out for a short time. The slaughter houses had then been closed for two days and the Griffiths Stores decided to take a quantity of meat out of cold storage to meet the requirements of their customers in the Western District. About 11.30 a.m. the van of the Arts & Crafts Co., Ltd., reached the plant of the Shanghai Ice & Cold Storage Co. for the purpose of transporting the viands, and the opposition of the crowd was such that over two hours were taken up in getting the van loaded. Thousands of Chinese had gathered there for the purpose of preventing the transportation of the food and it was only by the intervention of Sikhs who charged the crowd about Dwyer, Penon roads and the side streets that the work was eventually completed.

A FOREIGNER BEATEN. Then it was learned that an attempt would be made to load up the van before it reached Bubbling Well, and to prevent this a guard of Sikhs was taken on the van, with the result that there being no room for them on board, Mr. Griffiths and his Chinese companion had to be left behind. Sgt. Mackenzie, in charge of the guard of Sikhs, addressed the crowd, in which the leaders were apparently the striking butchers, warned them against interference with the motor truck and informed them that interference on their part would be met by stern measures.

The motor truck then drove off leaving Mr. Griffiths and his companion behind. They were immediately attacked by the crowd. Mr. Griffiths was kicked and beaten, but fortunately received no serious injuries, and had to take refuge at the residence of Dr. Noel Davis.

COMRADES THROWN INTO CREEK. The comrades, however, were worse off. The crowd seized him and hurled him into Hongkew Creek. Fortunately the tide was not high and he landed in the soft mud, thereby avoiding injuries which would have otherwise followed a fall of about 15 ft. Everything that the mob could lay their hands on were thrown at him and it was not until reserves of police arrived that he was able to get out. When he did so, and despite the fact that he was then under police protection, the crowd endeavored again to get at him. Sgt. Mackenzie stood between the unfortunate man and the crowd and fought them off until a Sikh got close enough to render assistance. Sgt. Mackenzie seized the man's rifle and fired twice into the air. This apparently frightened the crowd, which then made off. The comrades were then taken to the Hongkew Police Station and

afterwards to St. Luke's Hospital where he is said to be out of danger unless trouble results from any internal injuries that he may have received from the beating he had from sticks and stones.

The result of this disturbance was that reinforcements were drafted into the Hongkew District from Central in addition to the reserves from Nanking Road, while the Japanese police were called into barracks and held in readiness for any emergency.

RIOTERS ATTACKED. On Saturday night the crowds again broke out for a short time, but this occasion trouble being due to a report that two Chinese rice shops had been guilty of selling rice to Japanese. Attacks were made on both shops, one in Hanbury Road and the other in North Suzhou Road. Considerable damage was done to the former by a crowd of thousands who had to be dealt with by the police, while some damage was done to the latter.

The large Chinese stores of Sincere and Wing On, after a consultation with the Captain Superintendent of Police on Friday evening, said that they would be glad to reopen on Saturday if the Municipal Council would provide a special patrol in Nanking Road to reassure the shopkeepers and the orderly element. This request was acceded to, and mounted and dismounted units of the S.V.C. were placed on patrol work in the Nanking Road on Saturday morning. The stores, however, did not open, explaining to the Captain Superintendent of Police that they were unable to do so, because not more than 30 per cent. of their employees had come on duty. This being the case, the patrols were taken off about 10 a.m.

## ASSAULT ON MR. BURNELL.

At the Mixed Court on Saturday, before Mr. Blackburn, British Assessor, and Magistrate Yue, Tsue Song-poh, a tailor, and Bob Yung-ping, a bookbinder, were charged with being guilty of conduct likely to lead a breach of the peace in Foochow Road on Friday.

Sgt. Ferguson gave evidence of the prisoners being handed over to him by Mr. A. W. Burkill, of the Light Horse. The accused had been leading a crowd on Foochow Road and had assaulted Mr. Burkill. Sgt. Gilmore, having given evidence to the effect that at the corner of Hupoh and Foochow roads the crowds threw stones at the repair wagon which was being used to tear down flags relating to the Japanese boycott. Mr. Burkill said that with others of the Light Horse, he was patrolling Foochow Road when they were called to the attack on the repair wagon which, together with three trams was held up. The patrol charged the crowd down Hupoh Road and along Foochow Road. The first accused, who was dressed in white, went in front of the Light Horse and baring his chest, as if he wanted the horsemen to thrust at him, shouted something and then bared his neck as if to signify that they could cut off his head. This greatly excited the crowd, which up to that time had been very little trouble and they now became turbulent, while accused caught up a brick and threw it at witness.

The Court, after a consultation, announced that the accused would be discharged with a caution.

## FIGHT NEAR HONGKEW MARKET.

Trouble started early yesterday in the Hongkew district with another attempt on the rice shop in Hanbury Road which had been attacked the previous evening. Fortunately, the police arrived on the scene in time and effected the arrest of the man who is alleged to be the ringleader who has been kept in custody and will probably be charged.

A more serious development was the fight which took place at about 11 a.m. in the vicinity of the Hongkew Market. It appears that a Chinese coolie was sent by a Japanese hotel manager, by whom he was employed, to bring away an order of beer from a shop near the market. He was seen going into the shop by a number of loiterers who immediately gathered round the entrance waiting for him to come out. The coolie, afraid of what might happen to him, was naturally reluctant to come out and a report was sent to the police for assistance.

A member of police under Sgt. Mackenzie arrived at the spot and prevailed upon the coolie to accept their protection in leaving the shop. He went outside and got into a rickshaw, when the coolie, realizing that his passenger was one with whom the crowd had a quarrel, pulled the shafts down and refused to pull the vehicle. The coolie again retreated into the shop, but Sgt. Mackenzie again persuaded him to come along to the station with him.

## IN A TIGHT CORNER.

As he and the officer left the shop the crowd, which was lying in wait, led by one particularly turbulent Chinese, made a dash for the officer and his companion. The leader made for the sergeant, while the crowd attacked the coolie, fortunately only with their fists, which they gave him a severe punishment. The leader of the crowd concentrated his attention on Sgt. Mackenzie, and although the latter obtained a rifle, which he fired off, the crowd was then taken to the Hongkew Police Station and

hasty blow on the head with the weapon. The man seized the rifle with both hands and hung on, while the crowd, seeing how fully the officer's attention was taken up by his assailant, started to close in. It was indeed a tight corner for the officer who, even when he managed to wrest the weapon free to give his opponent another blow, found him again seize the rifle, this time by the sling and hang on for all he was worth. Finally, and not a moment too early, Sgt. Mackenzie threw the man down and holding him on the ground with his knee managed to point the rifle into the air, the ringleader hanging on the while. Just as the foremost of the crowd was almost within striking distance of the officer, he pulled the trigger and the crowd broke like a lot of frightened rabbits.

The Chinese who had been the cause of the trouble was lifted into a rickshaw in a state of collapse, which was probably more feigned than real judging from the fact he had been putting up a second or so before, and taken to the police station, whence he was sent to St. Luke's Hospital for treatment for the wounds to his head.

The crowd who had been the cause of the trouble was also taken to the Hongkew Station where he was found to have sustained only a small cut about the neck, having been for the most part only punched and kicked by the crowd.

## MARKETS AGAIN CLOSED.

The markets were, of course, closed again yesterday morning, also in the French Concession, and a number of the small country people brought their wares into the streets in baskets and sold from the pavements. Their wares disappearing very quickly. It is apparent from this fact and also from the fact that a number of growers brought their wares to the Hongkew Market in the early morning, still to find it closed, that the producers are feeling the pinch of being unable to do trade, and it would appear that as soon as they are convinced that it is safe for them to bring their goods into the Settlement they will do so in greater numbers.

During the day reports were received of continued pressure upon shopkeepers by students. At least one shopkeeper, who was determined to open his establishment, did so, but was forced again to close and eventually had to appeal to the police for protection.

## JAPANESE IN CHINESE CLOTHING.

Things became better in Hongkew during the rest of the morning and the afternoon was quite quiet. It was reported that the Chinese who had been arrested by Sgt. Mackenzie had only sustained scalp wounds. During the time, however, an incident occurred which certainly lends some support to the contention repeatedly advanced in the Chinese papers that Japanese dressed in Chinese clothes were busy creating trouble. There had been a number of cases, we believe about three, in which Japanese have been found wearing Chinese clothes, though they explained that they did it as a means of self-protection. Yesterday, shortly before 2 p.m., however, a Japanese was arrested by the Police in the Hongkew District in what appeared to be suspicious circumstances. He was arrested by some Chinese constables, handed over to a Sikh and taken to the Hongkew Police Station.

It is interesting to note how thorough the students have been in their plans and organization, as the two following facts will demonstrate. In addition to detaining students to patrol various parts of the settlement, more particularly the storm centres, with youths bearing on their arms ribbons bearing legends directed against the use of violence, others were to be noticed in the vicinity of the Hongkew Market bearing armlets on which were red crosses showing that their work was to render first aid where it became necessary. Also during the day a number of coolies, led by a Boy Scout and a Chinese bearing a flag, were to be seen carrying receptacles for tea and baskets of food. They comprised a detachment of the commissariat department taking out refreshments to the various pickets. It is estimated in one quarter that as many as 20,000 students are at work in connection with the boycott and the strike throughout Shanghai and the district.

## SPREAD OF THE STRIKE.

A step which goes further to bring the strike home to the foreign residents of Shanghai, even more than the closing of the markets has up to the present, and this is but enough forcing up, as it has, the prices of all fresh supplies, with undoubtedly the chauffeurs' strike which is ordered to begin to-day. Chauffeurs were telling their employers on that to-day they would be unable to work, and when asked for further explanation they stated that if they did take the cars out they would be pelted down and beaten by the crowds.

## SPREAD OF THE STRIKE.

Rumours, which are at present impossible of verification, tend to show that the strike of labour throughout the Settlement will considerably increase in the next few days. No goods are stated to have been despatched from Shanghai by rail on Saturday.

## THE CHINA MAIL.

WEDNESDAY JUNE 18, 1919.

## FAR EASTERN CABLE NEWS.

## THE SITUATION IN Peking.

SHANGHAI, June 17. The Powers have accepted the new Chinese Customs tariff, but the Chinese Government must give one month's notice before the system is put into effect.

Luk Tsing-shong reports that China has joined the League of Nations. Owing to Tuan Ki-shu and his party insisting on their retention in the new Parliament, which prevents him from carrying out his peace policy, Chu Sui-chang has not entirely given up his idea of resigning. So far he has received 21 telegrams from different provinces asking him to remain. When all the telegraphic replies have been received he will make a declaration of his intentions.

A certain Party has made the following conditions for Chow Shu-moo forming a Cabinet: First, the folios of the Interior, Finance, and Communications, and the Vice-Ministry of Agriculture shall be given to them; second, the editorship of the China Bank shall also be given to one of their members; third, their retention in the new Parliament. Chu Sui-chang refuses to accept these conditions; therefore it is uncertain whether Chow Shu-moo can form a Cabinet.

The editor of the Yi Shi Po is being tried at the District Court. He is being charged with disturbing the public peace.

The Tientsin students have resumed their studies. The Japanese Minister visited the Waichangpu and lodged a strong protest against the boycott.—Chinese Commercial News.

## S.S. "KOREA MARU."

The T.N.K. s.s. Korea Maru from San Francisco, May 21, arrived early this morning. She had 32 cabin and 62 steerage passengers. Her cargo for Hongkong was 1,787 tons of steel bars, mutton, asphaltum, merchandise, and provisions. Mail bags to the number of 274 came on the Korea Maru. There was a death from heart failure during the voyage, the body being landed at Kobe.

## S.S. "VENEZUELA."

The Pacific Mail steamer Venezuela left at noon to-day for San Francisco and intermediate ports. She carries a large number of first class passengers. All cargo space allotted to this port is filled.

Among the passengers leaving are Mrs. Ross Thompson and Mrs. B. Montiel Webb.

## U.S. TRANSPORT IN PORT.

The U.S.A. transport Merritt from Manila arrived yesterday. Besides her crew of 18 Americans and 108 Filipinos the Merritt has 18 American soldiers on board making a round trip.

## STRIKE ON LOCAL RAILWAYS.

On Sunday the drivers and firemen of the Shanghai-Nanking Railway announced that they had decided not to work after to-night and that the drivers and firemen of the Shanghai-Hongchow-Ningpo Railway would follow their example. The men adhered to their decision when they had a conference with the management. The Nanking City Railway has stopped running, and it is expected that the Tientsin-Pukow Railway will follow the example set by the others, and this will cause considerable inconvenience to those who have already started from northern points. There was previous meeting of the general staff of the Shanghai-Hongchow-Ningpo Railway, but they failed to come to any decision.

The native banks, according to a decision arrived at on Saturday, will also cease operations to-day and indicate point to an almost complete stoppage of economic life during the present week.

## THE MILLS.

The intentions of the mill hands is still a matter of speculation. It is reported that many of the lands are in favour of coming out in support of the movement, and observers state that there are certainly in the majority. It is reported, however, that some of the leaders are not willing that the hands should take this step until provision is made for their maintenance for at least eight days. It is pointed out that these people are dependent upon a daily wage and many of them probably would have little or nothing to live them over, and until the leaders obtain funds it is thought unlikely that the mill hands will be called out.

Yesterday afternoon Nanking Road again began to assume a crowded aspect. The students again turned out in great strength and the crowds extended from Defence Creek to Chienling Road. Small processions of students promenade the streets, some with flags, and in one isolated instance, hordes bearing the usual organizations to the crowds to keep the peace.

## JAPAN AND SIBERIA.

## CONFLICT NARROWLY Averted.

## THE TOKYO WAR PARTY.

Mr. Carl W. Ackerman, a correspondent of the New York Times, writing in his paper in a letter published on Mar. 15, says:—Returning a few days ago from Siberia, China, and Japan, where I had been travelling as a correspondent of the New York Times, I brought with me considerable data regarding Japan's activities in Siberia which I am now at liberty to publish. This detailed account of what Japan's military party has been doing in Siberia will serve to show the reasons for the apprehension of the United States and sheds light upon some of the difficulties confronting the Allies and the American Government in forming a definite policy towards Russia.

There are two parties in Japan, a war party and a peace party. Ever since the United States has been a belligerent there has been a huculcan contest between these two for control of the Japanese Government. Shortly before the signing of the Armistice in France the war party was in power. Since then the peaceful statesmen and business men of Japan have been in authority. To-day this party is still in power, but the opposition in Japan is gaining steam headway as to make it necessary to publish the facts regarding this situation in the extreme Orient.

## WAR PARTY AND PEACE PARTY.

By "war party" I mean (1) a party which believes it should go ahead with aggressive policies in Siberia and China contrary to the policies and opinions of the United States and the Allies, and (2) another party which has as its basic principle the peaceful solution of Far Eastern problems through diplomatic discussion. At present statesmen representing the latter are in authority, and as long as they remain, a conflict in the Far East is not likely.

As the Japanese steamer on which I travelled from Tsingtao to Vladivostok last October entered Golden Horn Bay I saw anchored in the centre of that beautiful Russian harbour an old battleship, painted a dull gray and flying the Japanese flag. This battleship commanded the whole situation. After I landed almost the first thing the Russians told me was that this Japanese warship was one of those which Japan captured from Russia at Port Arthur in 1904, and that they did not like this "haunting" of Russia's defeat in the Russo-Japanese war at this critical hour in Russia's history. The question these Russians asked was—

"Is Japan coming to Siberia as a conqueror of Russia or as an ally?"

## JAPANESE SOLDIERS EVERYWHERE.

My first observation was that there were several times as many Japanese troops in Siberia as all other Allies combined. Japanese soldiers were stationed in every village and city. Above every railroad station from Vladivostok to Tichia, along both the Amur and the Chinese Eastern railroad lines in Siberia and Manchuria, waved the Japanese flag. Every railroad bridge and nearly every public building was guarded by Japanese. Whenever England, France or the United States would order a Lieutenant or Captain to another town or village away from the base at Vladivostok on some special work, the Japanese would despatch a Major to the same place. If the Allies sent a Major or Colonel the Japanese would send a General. Every time the American Headquarters or the French or British Army Commanders in Siberia moved a soldier or a regiment, whenever an Allied soldier or officer landed or arrived in Siberia, the Japanese General Staff in Vladivostok had to be informed, but the Japanese in turn never informed any of the Allies how many soldiers they had; how many were being brought into Siberia; nor where they were being sent.

At first the Allies did not protest or question the Japanese policy. The Allies had agreed to work in Siberia under the supreme command of the Japanese Headquarters, and they continued to give Japanese Headquarters their respect until the opposition within the Japanese Army became so great that, in justice to Russia and their own countries, the Allies had to take cognizance of the Japanese soldiers and of the policies of the Imperial General Staff and its political agents. In the beginning, it should be explained that the "fundamental principles" upon which the Allies agreed to co-operate in Siberia were chiefly the following:—

1.—The Allied Governments—Japan, France, England, Italy, China, and the United States—were to land not more than 7,000 troops each; and

2.—Except by mutual agreement the armies were to operate apart of Lake Baikal, which divides Siberia roughly in half.

Instead of sending 7,000 men the Japanese military party which was

in power in Tokyo and which controlled the Japanese Headquarters in Vladivostok sent 72,000.

The United States and the Allies saw immediately that the agreement had been violated, but they made no representations. Meanwhile, the Japanese seized all caravan routes and blockaded all ports. Japanese gunboats and monitors were sent up the navigable streams and rivers into the interior. No caravan could move in or out of Manchuria or Siberia without passing Japanese guards. No railroad could be run without being under the constant scrutiny of the Japanese. No ship could arrive or depart except under the ever-present gaze of Japanese naval officers. By October Japan had Siberia and Manchuria entirely under her power.

Still the Allies were silent. The fighting in France was attracting all of their attention demanding all resources.

## WAR PARTY WINS AGAIN.

There were in the Far East, however, some men who went there for the purpose of helping Russia. These men, after making thorough investigation, reported to the Government that the Russian railroads were in a terrible state of disorder, and that Russia could never be helped militarily or economically unless the Trans-Siberian Railroad was reorganised and placed upon an efficient business basis. At this time there were present in Harbin and Vladivostok about 205 experienced American railroad men under John R. Stevens and George Emerson. These men had been brought to Siberia under an original agreement with the Kerensky Government but they had been waiting patiently nearly a year for something to do.

England, France, Italy, and later China together with the new Russian Government which had been formed in Omsk, gave the United States a power of attorney to take over the Trans-Siberian Railroad and run it for the benefit of Russia. These six Powers realised that nothing of importance could be accomplished in Siberia until the railroad was in efficient hands. When Japan was asked whether she would give her consent, she asked time to consider the proposal.

For two months, September and October, the question was debated in Tokyo. The war party objected to any control which was not Japanese from top to bottom. This party maintained that Siberia was one of Japan's spheres of influence and that no other nation and no group of nations had a right to interfere with what the Japanese military party was doing. Another group of Japanese statesmen, backed by all the Chambers of Commerce and big financial institutions of Japan, wanted to compromise with the Allies. But the military party won its point, and Japan made counter-proposals accordingly, which destroyed all possibilities of an Allied Agreement regarding the Trans-Siberian Railroad.

## TERRORISM OF COSSACK GENERALS.

For the first time the Allies were convinced by the attitude of the Tokyo Government that Japan's policy in Siberia could not be reconciled with the Allied policy. Meanwhile, also, there were other developments to cause international apprehension. Two Cossack leaders, Generals Semenov and Kalmykoff, in China and Harbin, respectively, were carrying on obstructive work. They were terrorising every Russian community through which their armies passed. Under the guise of fighting the Bolsheviks they were doing the same things that the Bolsheviks were doing in European Russia. They were robbing banks and murdering peaceful, respectable Russian citizens with impunity. Although Russians themselves, they were terrorizing their own country. Their activities, however, came to a head when they interfered with the rights of foreigners.

In Harbin Kalmykoff arrested three agents of the Swedish Red Cross on the ground that they were German agents. When word reached Sweden the Stockholm Government protested to the Allies. The Allied Consuls in Vladivostok appointed a committee to investigate the charges and the conditions of the imprisonment of the three Swedes. Before the committee was organised a report reached Vladivostok from Harbin to the effect that the Swedes had escaped from jail and "disappeared." The last word was significant. Whenever any one "disappears" in Siberia he never reappears. Within a few days came other reports to the effect that the Cossacks had murdered the Swedes and destroyed their bodies.

It was obvious then that the Allies had to make an investigation. The committee was ordered to proceed to Harbin when it received word from the Japanese General Staff that an Allied investigation was not necessary because the Japanese staff ordered an investigation. The result was that the Allies were never permitted to investigate and they never received report from the Japanese investigators.

At this time a Japanese officer, General Takishima, was working in Siberia in a secret capacity under orders from the Japanese War Office. He had a large secret fund at his disposal and he was known to have very close connections with both Kalmykoff and Semenov although he was technically not under the jurisdiction of General Otani, the Allied Supreme Commander in Vladivostok. The Allies soon obtained proof that Takishima was using money in Siberia in a way which was calculated to bring about more disorder and confusion. I believe that one payment of over two hundred thousand yen to Kalmykoff has been established.

LANSING TAKES A HAND. By November 2 there were so many activities of the Japanese in Siberia which were causing disension and disunion that Mr. Lansing, the Secretary of State, having all the data in his possession, sent for Viscount Ishii, the Japanese Ambassador in Washington. The Envoy came to the State Department about 4 o'clock one afternoon and Mr. Lansing called his attention to various facts which he had about the obstructive tactics of the Japanese military party in Siberia, pointing out the violation of the original agreement regarding the number of troops, showing how the settlement of the railroad problem was being postponed by Japan's opposition, and calling the Ambassador's attention to the work of General Takishima.

Viscount Ishii returned to the Embassy in Washington and dispatched a long code message to Tokyo which arrived there on a Sunday night. Mr. Lansing sent a copy of his remarks to the United States Ambassador, Mr. Roland S. Morris, in Tokyo. On Monday morning Mr. Morris called at the Foreign Office, only to be informed that the Minister of Foreign Affairs could not see him for two or three days.

During these critical days of early November there developed a political storm in Japan. The war party was for defying America. The business interests and peace statesmen, who learned for the first time of the activities of the Japanese Army in Siberia, sided with the United States. For three days the debate continued, and during this period no one knew whether there was war or peace ahead.

## SET BACK FOR WAR PARTY.

But within four days the same elements of Japan triumphed. The war party met its first great defeat at the hands of its own people. The Japanese Government telegraphed new orders to General Otani immediately. He was instructed to send back to Japan 35,000 soldiers. A few days later another order was sent to him in Vladivostok ordering the return of 17,000 men. Another order still was dispatched ordering General Takishima to Tokyo.

For the time being it looked as if the victory in Japan over the war party was complete, but those who thought all difficulties were at an end underestimated the influence of General Takishima. He was the chief politician of the Japanese military party. He was Japan's Ludendorff. When he arrived in Tokyo another political storm appeared, which resembled a typhoon in its suddenness and effect. All the anti-American sentiment in Japan came to his support.

By the first part of January, however, the "war party" had again appeared on the political horizon, and had a sufficient amount of influence with the Tokyo Cabinet to block all the efforts of the United States, acting on behalf of all the other Allies, to bring about an agreement as to the reorganisation and operation of the Trans-Siberian Railroad. The Japanese military party had been working secretly in Siberia, despite the events of early November. Through financial and moral support of the Japanese, General Semenov, the 28 year old Cossack, in China, was interfering with the transportation of supplies to the Czech-Slovak armies. Semenov was refusing, also, to recognise the Kolchak dictatorship. At one time the Czechslovs were on the point of attacking Semenov when the Japanese stopped the military trains.

The State Department in Washington was compelled again to bring the issue of the operation of the Trans-Siberian Railroad to a decision. Again the attention of the Japanese Government was called to the fact that a policy which the Allies had agreed upon five months previously was still undeveloped because of the opposition of Japan's war party.

At this time every Chamber of Commerce in Japan, every large importing and exporting house, every financial institution, and every statesman who had been working for Japanese-American friendship united in supporting that party in Japan which sought a solution for the difficult Russian railroad problem, and an agreement was reached—the understanding which was but recently announced by the Acting Secretary of State. Under this agreement the Trans-Siberian Railway "is to be operated under the direction of an Allied Board and under the protection of an Allied Military Staff. The Japanese war party, for the present at least, is impotent, but recent reports from the Far East indicate that this party is still active and that it is at work on a new plan of invasion to begin in the spring, according to which the 52,000 troops which were withdrawn from Siberia last November and December are to be sent back supported by 50,000 more.

The great peace leaders of Japan, however, are expected to win in any fight which develops in Japan with the militarists. The policy of the former is based not only upon the question of expediency but upon the question of strength.



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PAID-UP CAPITAL	£1,000,000
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**FOREIGN EXCHANGE and General**  
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or shorter periods at rates which will be  
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**J. L. CROOKRATH**  
Manager.

Hongkong, April 7, 1919.

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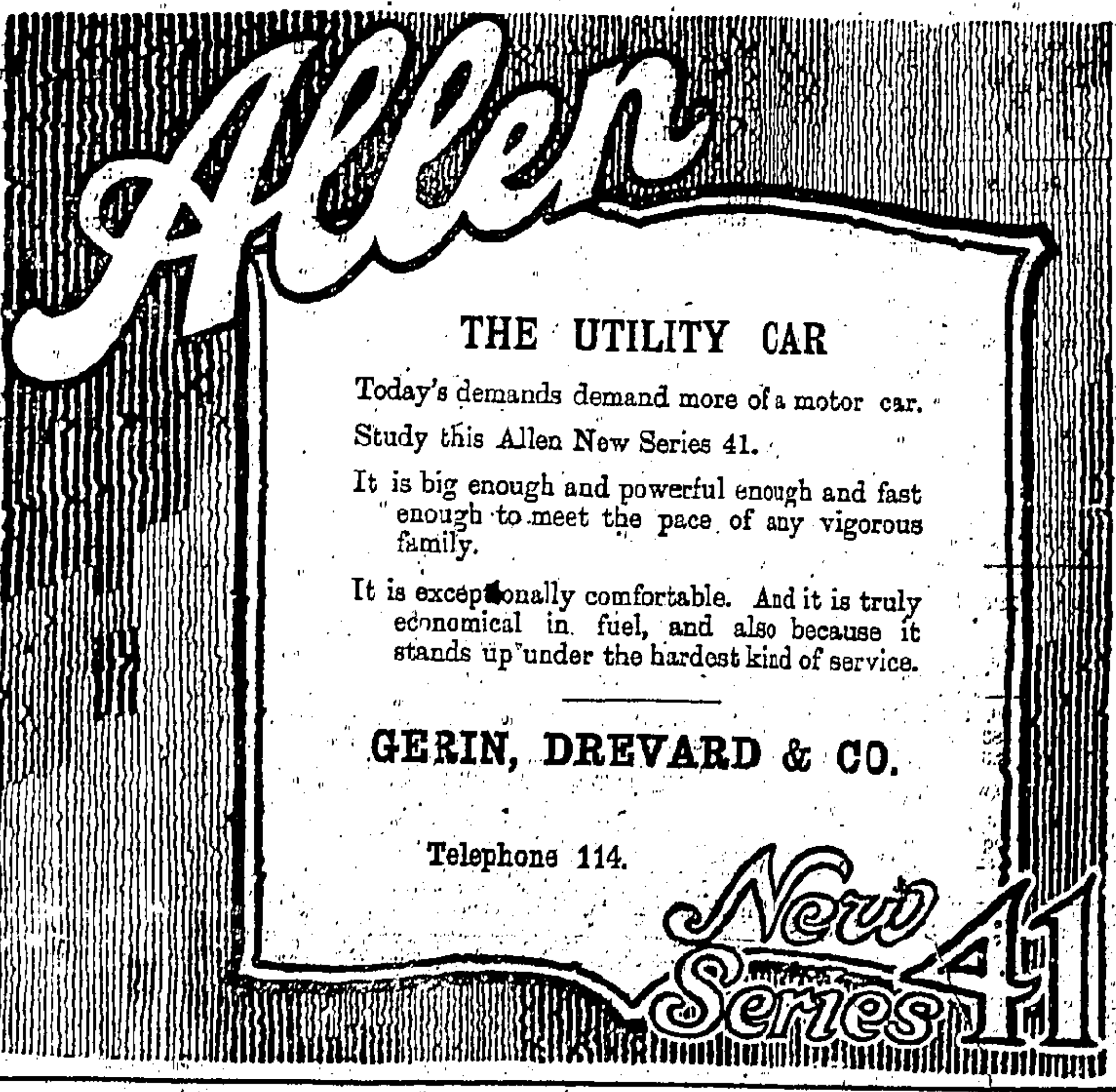
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Authorized Capital	£1,000,000
Subscribed	1,000,000
Paid-Up	750,000
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BRANCHES AND AGENCIES:  
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A. SIRE,  
Acting Manager.  
Hongkong, Oct. 19, 1915.



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**THERAPION No. 1**  
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 No. 1 for Malaria, Gout, etc. No. 2 for Blood &  
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 SOLD BY LEADING CHEMISTS, PHARMACIANS, &  
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SAKIKOJIH YANAHITA,  
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**J. F. VAN REES,**  
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Hongkong, Oct. 30, 1818.

Revenue Fire Branch.....	£2,387,456
"    Life and Annuity	
Branches.....	2,141,563
Revenue Marine Department.....	377,953
Other Receipts.....	478,943
	<u>£5,338,312</u>

The "Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

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## SHIPS DUE TO ARRIVE.

## FROM EUROPE.

The s.s. **KITANO MARU**, left London May 17, and is due here via Suva June 22.  
 The s.s. **SADO MARU**, left Liverpool May 8, and is due here via Suva June 16.  
 The s.s. **NINGPOO MARU**, June 18, and leaves for Shanghai and Japan June 18.  
 The s.s. **TYDEUS**, June 19, and leaves for Shanghai June 20.  
 The s.s. **NELEUS**, due here June 23 and leaves for Shanghai and Japan June 24.  
 The s.s. **PRIAM**, due here June 24 and leaves for Shanghai and Japan June 25.  
 The s.s. **DEUCALION**, due here June 24 and leaves for Shanghai and Japan June 25.  
 The s.s. **THRESIAS**, due here June 29 and leaves for Shanghai and Japan June 30.  
 The s.s. **PROMETHEUS**, due here July 3 and leaves for Japan July 4.  
 The s.s. **ATHEUS**, due here July 13 and leaves for Shanghai and Japan July 14.  
 The s.s. **EURYPILOS**, due here July 15 and leaves for Shanghai, Taku and Delly July 16.  
 The s.s. **NAGAYA**, leaves London June 5, (due here July 21) and leaves for Japan July 22.  
 The s.s. **MALTA**, leaves London June 19, (due here August 6) and leaves for Japan August 7.  
 The s.s. **HUPTOR**, due here July 25 and leaves for Shanghai and Hankow July 26.  
 The s.s. **HYSON**, due here July 21 and leaves for Japan July 22.  
 The s.s. **ANTILCHUS**, due here July 22 and leaves for Shanghai and Japan July 23.  
 The s.s. **GAPEHOR**, due here July 29 and leaves for Japan July 30.  
 The s.s. **BECKAL**, due here August 7 and leaves for Shanghai, Taku and Dairen August 8.  
 The s.s. **PYRUS**, due here August 8 and leaves for Shanghai and Japan August 9.  
 The s.s. **ORESTES**, due here August 11 and leaves for Shanghai August 12.

## FROM SHANGHAI.

The s.s. **ANDES MARU**, due here from Shanghai June 16 and leaves for London and Antwerp June 17.  
 The s.s. **WEST MICHAM**, due here from Shanghai via Manila on or about June 27.  
 The s.s. **RHESUS**, leaves Shanghai June 12, due here June 17 and leaves for London via Singapore.  
 The s.s. **ALASO**, leaves Shanghai July 3, due here July 8 and leaves for London via Singapore.  
 The s.s. **STENTOR**, left Shanghai June 8, due here June 13 and leaves for Liverpool via Singapore.  
 The s.s. **TYDOR**, leaves Shanghai July 15, due here July 20 and leaves for Liverpool via Singapore.

## FROM JAPAN.

The s.s. **NAGAYA**, leaves Yokohama August 9 and is due here August 20.  
 The s.s. **MALTA**, leaves Yokohama August 23 and is due here September 3.  
 The s.s. **TALTEUS**, leaves Yokohama June 28 and is due here July 12.  
 The s.s. **IDOMENEUS**, leaves Yokohama June 14 and is due here July 1.  
 The s.s. **STENTOR**, leaves Yokohama May 21 and is due here June 15 and leaves for Liverpool.  
 The s.s. **TEUCER**, leaves Yokohama June 7 and is due here June 21 and leaves for Liverpool.  
 The s.s. **ARADON APCAR**, leaves Kobe June 3, due here June 10 and leaves for Calcutta June 12.  
 The s.s. **NINGPOO MARU**, leaves Yokohama June 21 and is due here July 8, and leaves for Liverpool.  
 The s.s. **KOREA MARU**, due here from Nagasaki June 18 and leaves for San Francisco June 26.  
 The s.s. **NIPPON MARU**, due here from Nagasaki June 30 and leaves for San Francisco July 7.  
 The s.s. **PERSEA MARU**, due here from Nagasaki June 13 and leaves for San Francisco June 18.  
 The s.s. **ANYO MARU**, due here from Moji August 31 and leaves for South America September 10.  
 The s.s. **KIYO MARU**, due here from Moji July 1 and leaves for South America July 12.  
 The s.s. **SEVU MARU**, due here from Moji October 21 and leaves for South America November 4.  
 The s.s. **RANRI MARU**, due here from Kobe and Moji June 12 and leaves for Java ports June 14.  
 The s.s. **JAPAN**, leaves Kobe July 6, due here July 13 and leaves for Calcutta July 15.  
 The s.s. **BORNEO MARU**, due here from Kobe and Moji July 15 and leaves for Java ports July 17.  
 The s.s. **HOKUTO MARU**, due here from Kobe and Moji July 27 and leaves for Java ports July 29.  
 The s.s. **HAWAI MARU**, due here from Nagasaki June 16 and leaves for South America June 18.  
 The s.s. **NELEUS**, leaves Yokohama July 19 and is due here August 6.  
 The s.s. **AGAMENON**, leaves Yokohama July 19 and is due here July 24.  
 The s.s. **HYCACATION**, leaves Yokohama July 26 and is due here August 12.  
 The s.s. **TOKIWA MARU**, left Kobe June 4 and is due here via Nagasaki, June 11.  
 The s.s. **YOKOHAMA MARU**, left Kobe June 3 and is due here via Moji and Shanghai, June 12.  
 The s.s. **PERSEA MARU**, left Yokohama June 5 and is due here June 12.

## FROM JAWA.

The s.s. **BORNEO MARU**, due here from Java ports June 11 and leaves for Japan ports June 14.  
 The s.s. **HOKUTO MARU**, due here from Java ports June 21 and leaves for Japan ports June 24.  
 The s.s. **RIOJUN MARU**, due here from Java ports July 4 and leaves for Japan ports July 7.  
 The s.s. **BANKI MARU**, due here from Java ports July 23 and leaves for Japan ports July 26.  
 The s.s. **BORNEO MARU**, due here from Java ports August 23 and leaves for Japan ports August 26.  
 The s.s. **HOKUTO MARU**, due here from Java ports September 12 and leaves for Japan ports September 15.

## NOTICES.

**Arnhold Brothers & Co., Ltd.**

Import Shipping  
Export Engineering

HEAD OFFICE: SHANGHAI.  
BRANCHES: HANKOW, CHUNGKING, CHIENTANG, HONGKONG AND CANTON.  
AGENCIES: LONDON AND NEW YORK.

**KEEN COMPETITION.**

LADIES AND GENTLEMEN:  
Please notice The Breezy Garage is giving Special quotations with the latest and newest design CARS ON HIRE for the coming season.

CHANDLER  
HUDSON SUPER SIX \$7.00  
HARLANDS \$6.00

Wise patrons never so wrong once they decide to patronise us. Weekly or monthly trips can be arranged at the Office.

**OUR MOTTO**  
Drink less patent medicine and take more motoring.

Just landed a large stock of Goodyear and Goodrich Tires and Tubes at lowest prices. Sizes 34 x 4 and 32 x 4.

Please Ring, Write or Call  
**Mr. TANG TSUN,**  
Proprietor and Manager.

**JARDINE, MATHESON & Co., Ltd.**

ENGINEERS and LAUNCH BUILDERS.

**MARINE MOTORS OF ALL POWERS IN STOCK.**

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MAKERS "EVO" MOTORS.

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**DON'T FORGET !!!**

The Republic Motor Boats for your picnics and outings.

TELEPHONE 307 or 1557.

Write or Call,  
**MOK LIN, Managing Director.**

**FROM MANILA.**

The s.s. **PROTESILAU**, leaves Manila July 7, due here July 9 and leaves for Kobe, Yokohama and Seattle July 14.  
 The s.s. **TYNDAREUS**, leaves Manila July 23, due here July 29 and leaves for Kobe, Yokohama and Seattle August 14.  
 The s.s. **TENYO MARU**, due here July 14 and leaves for San Francisco July 21.  
 The s.s. **SIBERIA MARU**, due here July 22 and leaves for San Francisco July 29.

**FROM CALCUTTA.**

The s.s. **JAPAN**, leaves Calcutta June 1, due here June 17 and leaves for Kobe June 20.

**FROM BOMBAY.**

The s.s. **DUNERA**, leaves Bombay June 7, due here June 24 and leaves for Japan ports June 29.  
 The s.s. **TOYO MARU**, No. 2, left Bombay May 29, and is due here via Singapore, June 18.

**FROM AMERICA.**

The s.s. **PROTESILAU**, leaves Seattle May 26, due here July 9 via Japan, Vladivostok and Manila.  
 The s.s. **TYNDAREUS**, leaves Seattle June 1, due here July 26 via Japan, Vladivostok and Manila.  
 The s.s. **CYCLOPS**, leaves Seattle July 9, due here August 9 via Japan, Vladivostok and Manila.  
 The s.s. **KOREA MARU**, left San Francisco May 21 and is due here June 18.  
 The s.s. **GALIC PRINCE**, due here from New York about the middle of June.  
 The s.s. **CHINA**, left San Francisco, May 27 and is due here via Honolulu, Japan ports and Shanghai June 24.  
 The s.s. **NANYO**, leaves San Francisco July 17 and is due here via Honolulu, Japan ports and Shanghai August 10.  
 The s.s. **ECUADOR**, left San Francisco May 31 and is due here via Honolulu, Japan ports, Shanghai and Manila August 6.  
 The s.s. **COLOMBIA**, leaves San Francisco June 28 and is due here via Honolulu, Japan ports, Shanghai and Manila August 6.

**FROM AUSTRALIA.**

The s.s. **NIKKO MARU**, left Thursday Island on June 9 and is due here via Zamboanga and Manila, June 18.

**YOUR COPY OF THE Hongkong & Directory IS NOW READY.**

Messrs. BREWER & CO.,  
22 QUEEN'S ROAD CENTRAL.

(With apologies to "Joan of Arc.")  
 'Tis ready now! 'Tis ready now!  
 And its size will surprise everyone.  
 It exceeds all expectation.  
 It demands your approbation.  
 'Tis ready now! 'Tis ready now!  
 So do not hesitate.  
 But buy to-day, without delay.  
 Or else you may be too late.

## POST OFFICE.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use, handed to the G.P.O. will be packed and forwarded to them free.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abadan, Ahwas or Mohammara in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcel services between Egypt (or in transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Unione, Victoria, Padua, Venice and Belluno in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Services to British East Africa and Egypt (except for members of the Expeditionary Forces), and to Abyssinia, Bagdad, Fribree, French Somali Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

## INWARD MAILS.

**THURSDAY, June 19.**  
 Europe, Straits and Haiphong—Per NERA.  
 Canada, U.S.A. and Shanghai—Per EMPRESS OF JAPAN.  
 SUNDAY, June 22.  
 Straits and Colombo—Per KITANO MARU.  
 TUESDAY, June 24.  
 Canada, U.S.A. and Shanghai—Per CHINA.  
 Straits—Per HWAHSIN.  
 Straits—Per PROSPER.

## OUTWARD MAILS.

**THURSDAY, June 19.**  
 Swatow, Amoy and Fuchow via Takao—Per KITANO MARU, 8 a.m.  
 Saigon—Per MAUSAG, 10 a.m.  
 Straits and Bangkok—Per GWENETH, 11 a.m.  
 Shanghai and North China—Per TIENSHIN, 11 a.m.  
 Straits, Singapore, Ceylon, Mauritius, South Africa, India via Dumas, kod, Bombay, Aden and Egypt—Per SIAM MARU, 1 p.m.  
 Philippines—Per GARCIL PRINCE, 3 p.m.  
 Japan via Nagasaki—Per NIKKO MARU, 5 p.m.  
 Shanghai and North China—Per SUIYANG, 5 p.m.  
 FRIDAY, June 20.  
 Japan via Moji—Per TOY RA MARU, 8 a.m.  
 Fort Bayard, Hoihow and Haiphong—Per HANOT, 9 a.m.  
 Shanghai, North China and Japan via Kobe—Per NERA, 9 a.m.  
 Shanghai and North China—Per PAKHOL, 11 a.m.  
 Swatow, Amoy and Fuchow—Per HAIHONG, 1 p.m.  
 Philippines—Per YUENSANG, 2 p.m.

**SATURDAY, June 21.**  
 Pakhoi and Haiphong—Per KAIKONG, 10 a.m.  
 Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dumas, kod, Egypt, and EUROPE via SUZ—Per TEUCER, Registration 12.40 p.m. Letters 1.30 p.m.  
 The Parcel Mail will be closed on Friday, June 20, at 5 p.m.  
 Shanghai and North China—Per KWANGEE, 5 p.m.  
 SUNDAY, June 22.  
 Formosa via Keelung, Shanghai, North China and Japan via Nagasaki—Per CANADA, United States, Central and South America, and EUROPE via CANADA—Per FUSHIMI MARU, 8 a.m.  
 Swatow, Amoy and Fuchow via Keelung—Per AMARUS MARU, 9 a.m.

**MONDAY, June 23.**  
 Shanghai, North China and Japan via Kobe—Per KITANO MARU, 10 a.m.  
 Philippines—Per TAMING, 2 p.m.

**TUESDAY, June 24.**  
 Swatow, Amoy and Fuchow—Per QUINNEBAUG, 10 a.m.  
 Swatow and Bangkok—Per CHUSAN, 10 a.m.  
 Shanghai and North China—Per TEAN, 11 a.m.

**WEDNESDAY, June 25.**  
 Philippines—Per AUSTRALIA and New Zealand via Thursday Island—Per TANGO MARU, Registration 8.45 a.m. Letters 9.30 a.m.  
 Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via JAPAN, Registration 9.45 a.m. Letters 10.30 a.m.

**THURSDAY, June 26.**  
 Weihaiwei, Chefoo and Tientsin—Per HUICHOW, 11 a.m.  
 FRIDAY, June 27.  
 Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dumas, kod and EUROPE via SUZ—Per NERA, 8 a.m. Registration 8.45 a.m. Letters 9.30 a.m.  
 Swatow, Amoy and Fuchow—Per HAITAN, 1 p.m.

## WEATHER REPORT.

June 18. 11h. 50m.—No returns from Japan, Vladivostok and Weihaiwei. Pressure has decreased slightly over Indo-China and the Philippines, and increased slightly elsewhere; it is lowest over South China and Tongking.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.41 inch. Total since January 1st, 34.35 inches, against an average of 32.51 inches.

Forecast for the 24 hours ending at noon on the 19th.  
 1.—Hongkong to Gap Rock. S.W. winds, moderate; fair.  
 2.—Formosa Channel. The same as No. 1.

3.—North coast of China between Hongkong and Lamooks. The same as No. 1.  
 4.—South coast of China between Hongkong and Hainan. The same as No. 1.

## ROYAL OBSERVATORY HONGKONG, DAILY WEATHER REPORT.

JUNE 18, 1919.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Wind. Weather.
Vladivostok	6 a.	—	—	—	—	—	—
Nemuro	6 a.	—	—	—	—	—	—
Hakodate	6 a.	—	—	—	—	—	—
Soko	6 a.	—	—	—	—	—	—
Kochi	6 a.	—	—	—	—	—	—
Nagasaki	6 a.	—	—	—	—	—	—
Kagoshima	6 a.	—	—	—	—	—	—
Oshima	6 a.	—	—	—	—	—	—
Naha	6 a.	—	—	—	—	—	—
Yokohama	6 a.	—	—	—	—	—	—
Bonin Island	6 a.	—	—	—	—	—	—
Wethiwei	6 a.	—	—	—	—	—	—
Hankow	6 a.	—	—	—	—	—	—
Ichang	6 a.	—	—	—	—	—	—
Nanking	6 a.	—	—	—	—	—	—
Shanghai	6 a.	—	—	—	—	—	—
Hangchow	6 a.	—	—	—	—	—	—
Wuchow	6 a.	—	—	—	—	—	—
Yokohama	6 a.	—	—	—	—	—	—
Manila	6 a.	—	—	—	—	—	—
Cebu	6 a.	—	—	—	—	—	—
London	6 a.	—	—	—	—	—	—
Paris	6 a.	—	—	—	—	—	—
Bombay	6 a.	—	—	—	—	—	—
Calcutta	6 a.	—	—	—	—	—	—
Swatow	6 a.	—	—	—	—	—	—
Amoy	6 a.	—	—	—	—	—	—
Taipei	6 a.	—	—	—	—	—	—
Tientsin	6 a.	—	—	—	—	—	—
Shanghai	6 a.	—	—	—	—	—	—
Hangchow	6 a.	—	—	—	—	—	—
Wuchow	6 a.	—	—	—	—	—	—
Yokohama	6 a.	—	—	—	—	—	—
Manila	6 a.	—	—	—	—	—	—
Cebu	6 a.	—	—	—	—	—	—
London	6 a.	—	—	—	—	—	—
Paris	6 a.	—	—	—	—	—	—
Bombay	6 a.	—	—	—	—	—	—
Calcutta	6 a.	—	—	—	—	—	—
Swatow	6 a.	—	—	—	—	—	—
Amoy	6 a.	—	—	—	—	—	—
Taipei	6 a.	—	—	—	—	—	—
Tientsin	6 a.	—	—	—	—	—	—
Shanghai	6 a.	—	—	—	—	—	—
Hangchow	6 a.	—	—	—	—	—	—
Wuchow	6 a.	—	—	—	—	—	—
Yokohama	6 a.	—	—	—	—	—	—
Manila	6 a.	—	—	—	—	—	—
Cebu	6 a.	—	—	—	—	—	—
London	6 a.	—	—	—	—	—	—
Paris	6 a.	—	—	—	—	—	—
Bombay	6 a.	—	—	—	—	—	—
Calcutta	6 a.	—	—	—	—	—	—
Swatow	6 a.	—	—	—	—	—	—
Amoy	6 a.	—	—	—	—	—	—
Taipei	6 a.	—	—	—	—	—	—
Tientsin	6 a.	—	—	—	—	—	—
Shanghai	6 a.	—	—	—	—	—	—
Hangchow	6 a.	—	—	—	—	—	—
Wuchow	6 a.	—	—	—	—	—	—
Yokohama	6 a.	—	—	—	—	—	—
Manila	6 a.	—	—	—	—	—	—
Cebu	6 a.	—	—	—	—	—	—
London	6 a.	—	—	—	—	—	—
Paris	6 a.	—	—	—	—	—	—
Bombay	6 a.	—	—	—	—	—	—
Calcutta	6 a.	—	—	—	—	—	—
Swatow	6 a.	—	—	—	—	—	—
Amoy	6 a.	—	—	—	—	—	—
Taipei	6 a.	—	—	—	—	—	—
Tientsin	6 a.	—	—	—	—	—	—
Shanghai	6 a.	—	—	—	—	—	—
Hangchow	6 a.	—	—	—	—	—	—
Wuchow	6 a.	—	—	—	—	—	—
Yokohama	6 a.	—	—	—	—	—	—
Manila	6 a.	—	—	—	—	—	—
Cebu	6 a.	—	—	—	—	—	—
London	6 a.	—	—	—	—	—	—
Paris	6 a.	—	—	—	—	—	—
Bombay	6 a.	—	—	—	—	—	—
Calcutta	6 a.	—	—	—	—	—	—
Swatow	6 a.	—	—	—	—	—	—
Amoy	6 a.	—	—	—	—	—	—
Taipei	6 a.	—	—	—	—	—	—
Tientsin	6 a.	—	—	—	—	—	—
Shanghai	6 a.	—	—	—	—	—	—
Hangchow	6 a.	—	—	—	—	—	—
Wuchow	6 a.	—	—	—	—	—	—
Yokohama	6 a.	—	—	—	—	—	—
Manila	6 a.	—	—	—	—	—	—
Cebu	6 a.	—	—	—	—	—	—
London	6 a.	—	—	—	—	—	—
Paris	6 a.	—	—	—	—	—	—
Bombay	6 a.	—	—	—	—	—	—
Calcutta	6 a.	—	—	—	—	—	—
Swatow	6 a.	—	—	—	—	—	—
Amoy	6 a.	—	—	—	—	—	—
Taipei	6 a.	—	—	—	—	—	—
Tientsin	6 a.	—	—	—	—	—	—
Shanghai	6 a.	—	—	—	—	—	—
Hangchow	6 a.	—	—	—	—	—	—
Wuchow	6 a.	—	—	—	—	—	—
Yokohama	6 a.	—	—	—	—	—	—
Manila	6 a.	—	—	—	—	—	—
Cebu	6 a.	—	—	—	—	—	—
London	6 a.	—	—	—	—	—	—
Paris	6 a.	—	—	—	—	—	—
Bombay	6 a.	—	—	—	—	—	—
Calcutta	6 a.	—	—	—	—	—	—
Swatow	6 a.	—	—	—	—	—	—
Amoy	6 a.	—	—	—	—	—	—
Taipei	6 a.	—	—	—	—	—	—
Tientsin	6 a.	—	—	—	—	—	—
Shanghai	6 a.	—	—	—	—	—	—
Hangchow	6 a.	—	—	—	—	—	—
Wuchow	6 a.	—	—	—	—	—	—
Yokohama	6 a.	—	—	—	—	—	—
Manila	6 a.	—	—	—	—	—	—
Cebu	6 a.	—	—	—	—	—	—
London	6 a.	—	—	—	—	—	—
Paris	6 a.	—	—	—	—	—	—
Bombay	6 a.	—	—	—	—	—	—
Calcutta	6 a.	—	—	—	—	—	—
Swatow	6 a.	—	—	—	—	—	—
Amoy	6 a.	—	—	—	—	—	—
Taipei	6 a.	—	—	—	—	—	—
Tientsin	6 a.	—	—	—	—	—	—
Shanghai	6 a.	—	—	—	—	—	—
Hangchow	6 a.	—	—	—	—	—	—
Wuchow	6 a.	—	—	—	—	—	—
Yokohama	6 a.	—	—	—	—	—	—
Manila	6 a.	—	—	—	—	—	—
Cebu	6 a.	—	—	—	—	—	—
London	6 a.	—	—	—	—	—	—
Paris	6 a.	—	—	—	—	—	—
Bombay	6 a.	—	—	—	—	—	—
Calcutta	6 a.	—	—	—	—	—	—
Swatow	6 a.	—	—	—	—	—	—
Amoy	6 a.	—	—	—	—	—	—
Taipei	6 a.	—	—	—	—	—	—
Tientsin	6 a.	—	—	—	—	—	—
Shanghai	6 a.	—	—	—	—	—	—
Hangchow	6 a.	—	—	—	—	—	—
Wuchow	6 a.	—	—	—	—	—	—
Yokohama	6 a.	—	—	—	—	—	—
Manila	6 a.	—	—	—	—	—	—
Cebu	6 a.	—	—	—	—	—	—
London	6 a.	—	—	—	—	—	—
Paris	6 a.	—	—	—	—	—	—
Bombay	6 a.	—	—	—	—	—	—
Calcutta	6 a.	—	—	—	—	—	—
Swatow	6 a.	—	—	—	—	—	—
Amoy	6 a.	—	—	—	—	—	—
Taipei	6 a.	—	—	—	—	—	—
Tientsin	6 a.	—	—	—	—	—	—
Shanghai	6 a.	—	—	—	—	—	—
Hangchow	6 a.	—	—	—	—	—	—
Wuchow	6 a.	—	—	—	—	—	—
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Manila	6 a.	—	—	—	—	—	—
Cebu	6 a.	—	—	—	—	—	—
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Paris	6 a.	—	—	—	—	—	—
Bombay	6 a.	—	—	—	—	—	—
Calcutta	6 a.	—	—	—	—	—	—
Swatow	6 a.	—	—	—	—	—	—
Amoy	6 a.	—	—	—	—	—	—
Taipei	6 a.	—	—	—	—	—	—
Tientsin	6 a.	—	—	—	—	—	—
Shanghai	6 a.	—	—	—	—	—	—
Hangchow	6 a.	—	—	—	—	—	—
Wuchow	6 a.	—	—	—	—	—	—
Yokohama	6 a.	—	—	—	—	—	—
Manila	6 a.	—	—	—	—	—	—
Cebu	6 a.	—	—	—	—	—	—
London	6 a.	—	—	—	—	—	—
Paris	6 a.	—	—	—	—	—	—
Bombay	6 a.	—	—	—	—	—	—
Calcutta	6 a.	—	—	—	—	—	—
Swatow	6 a.	—	—	—	—	—	—
Amoy	6 a.	—	—	—	—	—	—
Taipei	6 a.	—	—	—	—	—	—
Tientsin	6 a.	—	—	—	—	—	—
Shanghai	6 a.	—	—	—	—	—	—
Hangchow	6 a.	—	—	—	—	—	—
Wuchow	6 a.	—	—	—	—	—	—
Yokohama	6 a.	—	—	—	—	—	—
Manila	6 a.	—	—	—	—	—	—
Cebu	6 a.	—	—	—	—	—	—
London	6 a.	—	—	—	—	—	—
Paris	6 a.	—	—	—	—	—	—
Bombay	6 a.	—	—	—	—	—	—
Calcutta	6 a.	—	—	—	—	—	—
Swatow	6 a.	—	—	—	—	—	—
Amoy	6 a.	—	—	—	—	—	—
Taipei	6 a.	—	—	—	—	—	—
Tientsin	6 a.	—	—	—	—	—	—
Shanghai	6 a.	—	—	—	—	—	—
Hangchow	6 a.	—	—	—	—	—	—
Wuchow	6 a.	—	—	—	—	—	—
Yokohama	6 a.	—	—	—	—	—	—
Manila	6 a.	—	—	—	—	—	—
Cebu	6 a.	—	—	—	—	—	—
London	6 a.	—	—	—	—	—	—
Paris	6 a.	—	—	—	—	—	—
Bombay	6 a.	—	—	—	—	—	—
Calcutta	6 a.	—	—	—	—	—	—
Swatow	6 a.	—	—	—	—	—	—
Amoy	6 a.	—	—	—	—	—	—
Taipei	6 a.	—	—	—	—	—	—
Tientsin	6 a.	—	—	—	—	—	—
Shanghai	6 a.	—	—	—	—	—	—
Hangchow	6 a.	—	—	—	—	—	—
Wuchow	6 a.	—	—	—	—	—	—
Yokohama	6 a.	—	—	—	—	—	—
Manila	6 a.	—	—	—	—	—	—
Cebu	6 a.	—	—	—	—	—	—
London	6 a.	—	—	—	—	—	—
Paris	6 a.	—	—	—	—	—	—
Bombay	6 a.	—	—	—	—	—	—
Calcutta	6 a.	—	—	—	—	—	—
Swatow	6 a.	—	—	—	—	—	—
Amoy	6 a.	—	—	—	—	—	—
Taipei	6 a.	—	—	—	—	—	—
Tientsin	6 a.	—	—	—	—	—	—
Shanghai	6 a.	—	—	—	—	—	—
Hangchow	6 a.	—	—	—	—	—	—
Wuchow	6 a.	—	—</				